

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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MAX PERFORMS MIRACLES WITH HUNGARY GP WIN



ALSO: F1 in overdrive as Vettel quits, Alonso to join Aston Martin p5

Four-time champion looking ahead after reaching the top of the points table

TURKINGTON: THE BTCC BATTLE HAS ONLY JUST BEGUN



Turkington now leads the BTCC standings



Two podiums came in Scotland's rounds

New British Touring Car Championship points leader Colin Turkington says he is taking nothing for granted despite launching to the top of the standings with three competitive drives at Knockhill last weekend.

The WSR BMW 330e driver vaulted to the summit of the table with two third places and a fourth at the Fife track but has admitted that he needs to add more to his armoury to maintain the heat in Britain's most prestigious competition.

The Northern Irishman, who is chasing a record-breaking fifth crown, said: "I know it is great to have points on the board but it is all about being in with a shot at the showdown at Brands Hatch at the end of the year. I doubt people will remember what happened at Knockhill by then."

"So much happens in the BTCC and it is so competitive this season that you just can't stand still. I think we can find more pace from our car too. We have been consistent but probably not spectacular this year, and we will keep on hunting for the tweaks that will allow us to win more races."

The races in Scotland were taken by Jake Hill (BMW), Ash Sutton (Ford) and first-time victor George Gamble (BMW). Turkington has a five-point lead in the table ahead of Excelr8 Motorsport driver Tom Ingram (Hyundai).

The next rounds of the championship are at Snetterton on August 13-14.

Full report, page 16

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MOTORSPORT NEWS

READERS' Q&A

IN THE SPOTLIGHT: **RICHARD DUTTON**

The single-seater team boss and talent scout quizzed by the MN readers **p20**



MN POLL

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COMMENT

Photo: Red Bull Content Pool, Jakob Ebrey, Martin Walsh, Motorsport Images



Raising a cheer: Fernando Alonso turned 41 in the build-up to Hungarian Grand Prix

ALONSO: A TALENT NOT TO BE MISSED

If the world hadn't been interrupted by a global health pandemic, Aston Martin's Formula 1 effort would be a lot further down the road by now. Billionaire Lawrence Stroll's investment in the team – which he picked up from the administrators when Racing Point went to the wall – wasn't merely another trinket. As he said at the time, he has "won" in every business he has been in before, and Formula 1 was the next business he wanted to conquer.

The blueprints for an all-singing, all-dancing new HQ were drawn up. So comprehensive are the plans that he refused to call it simply an F1 factory, it is the Aston Martin "campus". That was the project that has been badly delayed by Covid.

Signing four-time World champion Sebastian Vettel for the 2021 season was another statement of intent. Now the German has decided to retire, Stroll has pulled off yet another coup by replacing him with Fernando Alonso. The Spaniard is a two-time title winner and a man who, despite reaching 41 years of age in the build-up to the Hungarian Grand Prix, shows no signs of slowing down. The fresh engineering challenge with Aston Martin, which he said is highly ambitious and forward-thinking, is something that has turned Alonso's head.

Alonso is one of the heroes of grand prix racing and it is obvious when you stand on the spectator banks at the British Grand Prix that the Le Mans winner is still hugely popular. The combination of him and an inventive British-based team is lip-smacking.

In this issue, we reflect on the latest British Touring Car Championship rounds from Knockhill, with the tin-top series stunning with some fantastic races. Some in the paddock have bemoaned the lack of proper on-track action in the usually frantic series this season, but Scotland silenced them. But it is notable that while the bumper-crunching was going on, the cream of the crop took the chance to rise to the top. Jake Hill performed wonderfully in his MB Motorsport BMW, but ace points-collectors Ash Sutton and Colin Turkington were at it again, underpinning their charge for more title success. There is plenty of fight left in this contest in 2022.

Single-seater team boss Richard Dutton is the man in the spotlight in our readers' Q&A. He has seen the best, run the best and earned armfuls of silverware as he has helped young talents reach the very top of the sport, and his insight is fascinating. The interview starts on page 20.

And also, don't forget to make your voice heard in the latest Motul-backed MN poll, which we introduce on page 32. Next week's MN is a Ford special, and we are looking to find your favourite competition car from the Blue Oval. Check out the feature and make your voice heard.

Matt James

Editor, Motorsport News
matt.james@kelsey.co.uk



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Blue Oval delight: What is your best Ford racer?

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FORMULA 1 REPORT: HUNGARIAN GRAND PRIX

Photos: Red Bull Content Pool, Motorsport Images



Verstappen was in a fight from the start



The Dutch master conquered all

MAX ATTACKS FROM THE BACK FOR HUNGARY WIN

Engine maladies and a spin made life hard, but champ won again. By **James Roberts**



Leclerc had strategy woe

F1 RESULTS

Hungarian Grand Prix
Laps: 70 Track: Hungaroring, Mogyorod

	DRIVER	TEAM/CAR	TIME
1	Max Verstappen	Red Bull	1h39m35.912s
2	Lewis Hamilton	Mercedes	+7.834s
3	George Russell	Mercedes	+12.337s
4	Carlos Sainz	Ferrari	+14.579s
5	Sergio Perez	Red Bull	+15.688s
6	Charles Leclerc	Ferrari	+16.047s
7	Lando Norris	McLaren-Mercedes	+1m18.300s
8	Fernando Alonso	Alpine-Renault	-1 lap
9	Esteban Ocon	Alpine-Renault	-1 lap
10	Sebastian Vettel	Aston Martin-Mercedes	-1 lap

11 Lance Stroll (Aston Martin-Mercedes) -1 lap; 12 Pierre Gasly (AlphaTauri) -1 lap; 13 Guanyu Zhou (Alfa Romeo-Ferrari) -1 lap; 14 Mick Schumacher (Haas-Ferrari) -1 lap; 15 Daniel Ricciardo (McLaren-Mercedes) -1 lap; 16 Kevin Magnussen (Haas-Ferrari) -1 lap; 17 Alexander Albon (Williams-Mercedes) -1 lap; 18 Nicholas Latifi (Williams-Mercedes) -1 lap; 19 Yuki Tsunoda (AlphaTauri) -2 laps; 20 Valtteri Bottas (Alfa Romeo-Ferrari) -5 laps/power. **Drivers' championship:** 1 Verstappen 258pts; 2 Leclerc 178; 3 Perez 173; 4 Russell 158; 5 Sainz 156; 6 Hamilton 146. **Constructors' championship:** 1 Red Bull 431pts; 2 Ferrari 334; 3 Mercedes 304; 4 Alpine 99; 5 McLaren 95; 6 Alfa Romeo 51.



Points for Ocon and Alonso, although they were at war

As the dark clouds rolled in and the rain began to fall, Red Bull team boss Christian Horner could afford to joke on the slow-down lap of Sunday's Hungarian Grand Prix. Max Verstappen had just crossed the finish line to take a brilliant win, nearly eight seconds ahead of Mercedes' Lewis Hamilton.

The Red Bull driver had delivered arguably his best performance of the season, climbing from 10th on the grid – and even surviving a 360-degree spin – to extend his lead at the head of the World championship.

As the team was celebrating, Horner remarked on team radio that the beginning of the shutdown didn't feel like summer, as the drizzle struck Budapest once more. "Yeah, I think we all need to see the sun a bit," replied Verstappen. "Amazing result," added the race winner. "Who would have thought we'd have this victory when we woke up this morning?"

When they head to their sun lounges for their three-week break, Verstappen and Red Bull will be more relaxed than their rivals. In contrast, Ferrari personnel will be returning to Maranello before they can enjoy their holiday to analyse what went wrong.

On lap 31 Charles Leclerc overtook George Russell around the outside of Turn 1 to take the lead of the Grand Prix. He was one of the fastest competitors in the race at this point. But when Verstappen made his second pitstop on lap 40, Ferrari decided to pull its man in a lap later. He emerged from the pits, in these cool conditions, on the hard tyre. Immediately Leclerc didn't have any grip and from that moment, Red Bull knew it could win this race.

Leclerc steadily fell backwards and could only manage sixth at the flag. He was obviously dejected and looking for answers. What had gone wrong? On Friday afternoon, Ferrari had an advantage in the hot temperatures. But as the weekend cooled, team boss Mattia Binotto said the "performance of the car didn't work as expected."



Russell capitalised on pole position to lead the opening stages for Merc

It was clearly impossible for Leclerc to find grip with the hard tyre on the drizzly track surface and he slipped out of contention.

In contrast, the Mercedes came alive in the cooler conditions. The Brackley team had endured a terrible Friday and worked late into the night to try and solve its issues. Come qualifying, George Russell had found the sweet spot to take his first-ever pole position. It was a brilliantly hooked-up lap in which he – unusually – wasn't the fastest outright in any of the three sectors on the lap. But it was his team-mate that came through to finish second at the flag, while the Norfolk man finished third.

At the start, Russell kept ahead of the two Ferraris to lead the first stint of the race, putting in some fine defending from Leclerc's advances. Behind them Verstappen was charging. He had suffered a power unit issue on Saturday afternoon and could only manage 10th on the grid. He qualified one place ahead of his team-mate Sergio Perez who Red Bull consultant Helmut Marko joked: "had already started his holidays..."

But while Ferrari was watching Verstappen, Hamilton ran his own race – switching to the soft tyre in the closing

stages. Lewis was only seventh on the grid due to a DRS failure, but he said without that issue, he felt he had the pace to win the race.

Hamilton passed the Ferraris and his team-mate Russell in the final stint and was only a few seconds shy of Max at the flag.

The radar showed rain approaching, but it never quite materialised. When the Alfa Romeo of Valtteri Bottas stopped with a power unit problem two laps from the flag, it led to a Virtual Safety Car. That slightly extended the length of the race, but even that was not enough and the chequered flag appeared before the rain.

"To recover from seventh was huge for us, without the issue in qualifying we could have started on the front row. Then in the final stages I was hoping it would rain, but we just ran out of laps," said Hamilton. "In a straight race we won't be too far behind Max. He spun and still finished seven seconds ahead at the end. I'm looking forward to what the second half of the season can bring."

Hungary marked Mercedes' first pole of the year and Hamilton's fifth consecutive podium. It all points to it being a fascinating three-way fight with Red Bull and Ferrari in the second half of the year.

RACING NEWS



Ferrari boss: wrong call
BINOTTO RUES LATEST FERRARI BLUNDER

Ferrari boss Mattia Binotto has admitted the team was caught out by the hard-compound tyres' behaviour at last weekend's Hungarian Grand Prix after another apparent strategic blunder by the team.

Ferrari pair Charles Leclerc and Carlos Sainz started the race in third and second places respectively with chief Red Bull rival Max Verstappen starting 10th, and Ferrari's primary title contender Leclerc moved into the race lead before half distance. But he then faded to finish sixth after his car was put on hard tyres and his pace nosedived. Verstappen won despite a spin.

The Alpine pair had already shown poor pace on the hard tyre in unusually cool conditions, and Leclerc admitted after the race "we need to understand why" the move was chosen.

Binotto said: "When we fitted the hard, our simulation was that it could have been a difficult couple of laps of warm-up. It would have been slower to the medium for 10-11 laps, and then it would have come back and been faster [at] the end of the stint, and it was a 30-lap stint.

"We took all considerations, we discussed what would have been best and that's the choice that we made. It certainly was not the right one."

ALONSO MAKES SHOCK ASTON MARTIN SWITCH FOR 2023

Double F1 champion will replace retiring Vettel at Silverstone team from '23

Photos: Motorsport Images



Alonso to swap to Aston

By Graham Keilloh

Fernando Alonso will move to Aston Martin's Formula 1 team from next season replacing his fellow multiple World champion Sebastian Vettel who is set to retire at the year's end.

Vettel announced his intention to retire before last weekend's Hungarian Grand Prix meeting (*see separate story*). This kickstarted speculation about who will fill his vacated Aston Martin seat in 2023, and herein Alonso was mentioned only with an apparent outside chance as he was expected to remain at Alpine. However on Monday this week Alonso's switch on a multi-year deal was confirmed.

Alonso's Alpine seat looks set to be taken by reigning FIA Formula 2 champion Oscar Piastri, the team's reserve driver.

Lawrence Stroll acquired the Aston Martin squad, then known as Racing Point, in 2019 and has since rebranded it, started a significant investment drive and set a five-year plan to fight for championships.

Alonso said: "This Aston Martin team is clearly applying the energy and commitment to win, and it is therefore



Alonso will don Aston's green

one of the most exciting teams in Formula 1 today.

"I still have the hunger and ambition to fight to be at the front, and I want to be part of an organisation that is committed to learn, develop and succeed."

Stroll added: "I have known and admired Fernando for many years and it has always been clear that he is a committed winner like me.

"I have set out to bring together the best people. It seemed natural therefore to invite Fernando to be part of the development of a winning team."

VETTEL ANNOUNCES RETIREMENT

Four-time World champion Sebastian Vettel will retire from Formula 1 at the end of this season in order to focus on his family and other social issues.

Vettel made the announcement in a video on his newly launched Instagram account on the Thursday prior to last weekend's Hungarian Grand Prix.

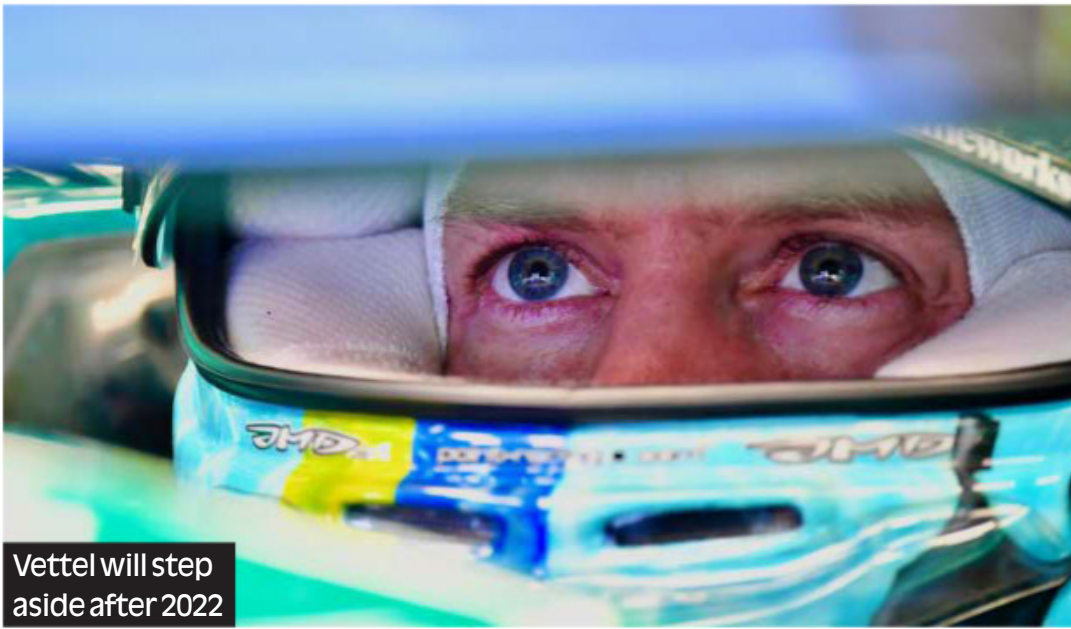
"Being a racing driver has never been my sole identity," Vettel said in his announcement. "I have grown other interests outside of F1. My passion for racing and F1 comes with lots of time spent away from them [my family], and takes a lot of energy.

"Committing to my passion the way

I did and the way I thought was right, does no longer go side by side with my wish to be a great father and husband."

The 35-year-old in recent years has also been increasingly vocal about a range of environmental and social issues and his retirement announcement contained reference to these.

Vettel took his four F1 titles with Red Bull from 2010 to 2013, and he has since been a race winner with Ferrari and has driven with Aston Martin since the start of last season. His decision to retire was something of a surprise as at the previous weekend's French round he said "there is a clear intention to keep going".



Vettel will step aside after 2022



Hamilton has praised Vettel

Hamilton: Vettel made me feel "not lonely"

Seven-time World champion Lewis Hamilton led the tributes to Sebastian Vettel after his fellow multiple champion announced he will leave Formula 1 at the end of this season.

Hamilton said: "When I talk about the journey I've experienced in this sport and often feeling that it's been lonely, I would say he's one of the few people who have made it feel not lonely. "He's stood by me

through a lot of things. Seeing his success and seeing he puts others before himself, he's been so brave in speaking out and standing up for what he believes in." Twice F1 champion

Fernando Alonso added: "Four titles and not only a legend as a driver, as a human being. He has very strong values and a very correct way of thinking. We will miss him. I will miss the battles on track."



Pourchaire has cut the gap to points leader

FRENCH RISING STAR POURCHAIRE ZEROES IN ON THE F2 POINTS LEAD

Theo Pourchaire has closed in on FIA Formula 2 championship leader Felipe Drugovich after taking the feature race win in Hungary last weekend.

ART's Pourchaire is now 21 points shy of MP Motorsport's Drugovich having entered Hungary 39 adrift. Drugovich finished ninth in the feature, though got five points for fourth place in the sprint race while Pourchaire didn't score.

Pourchaire in the feature race climbed to second behind Hitech's Marcus Armstrong then took the net lead when Armstrong had a slow pitstop. Pourchaire later resisted pressure from Charouz Racing System's Enzo Fittipaldi.

Pourchaire said: "I don't think I was the fastest car on track, but I did a very good job at Turn 1 and the

team did a good strategy and pitstop."

Virtuosi's Jack Doohan cruised to sprint-race victory, beating Hitech GP's Juri Vips.

Briton Olli Caldwell will miss the next round at Spa for reaching the 12 penalty points mark with track-limits breaches in Hungary. Caldwell finished 10th in the sprint race and was classified 20th in the feature.

RACING NEWS

POWELL ENDS CHADWICK RUN

Alice Powell ended Jamie Chadwick's W Series seven-race winning streak by holding off her fellow Briton to win last weekend's Hungaroring race.

Powell racing for the Bristol Street Motors team led throughout from pole, and retained first place from Jenner Racing's Chadwick despite a late safety car period.

Chadwick's winning run included all five of the previous races this season plus the final two races of 2021. She started fifth in this latest race in Hungary and rose to second by mid distance, but Powell remained resolute in first.

The win lifts Powell to second place in the standings, level on points with Beitske Visser but both 75 points shy of Chadwick with 100 points available.

Powell said: "It's taken longer this season [to win] than I would have liked, but to get Bristol Street Motors there with their first win in the championship is amazing. Every single person on my car has done an incredible job."



Powell (r) ended win run

TURKINGTON: I'M STILL SEEKING SWEET SPOT

New British Touring Car Championship points leader Colin Turkington says that he is still seeking to unlock pace from his car to maintain his title charge.

The four-time title winner scored two podiums at Knockhill and a fourth-placed finish to zoom to the top of the standings, but the Northern Irishman thinks there is more to come from his WSR BMW 330e M Sport.

He said: "While it is great to score podiums and so many points in Scotland, I think that we are still a little bit away from the ultimate pace. I think there was a tenth or half a tenth in the car that I wasn't able to get on top of, so that has to be the aim from now on.

"We have kept ourselves in the hunt with consistency, but I would like to find more of the ultimate pace in the car.

"It is so competitive this season that we are going to have to do that to keep the pressure up right to the end of the campaign."

Knockhill was the sixth meeting of the season and it concludes at Brands Hatch on October 9-10. Turkington, who has taken one win this year and seven other podiums, is five points clear of the ExcelR8 Hyundai i30 N of Tom Ingram.

BTCC AIMS TO RUN ON SILVERSTONE'S INTERNATIONAL LAYOUT IN THE FUTURE

New configuration will be used for the first time after its false start in 2020

Photos: Jakob Ebrey, Motorsport Images

By Matt James

British Touring Car Championship boss Alan Gow says that the series will race on the Silverstone International circuit in its coming seasons.

The 1.85-mile layout was on the BTCC calendar in 2020 and the category's pre-season media day took place on the circuit, which runs past the Wing pits complex before cutting through the middle of the venue and rejoining the grand prix circuit at the start of the Hangar Straight. However, the 2020 calendar was revamped after the global health pandemic and the round was axed.

Gow has already released the 2023 BTCC schedule that includes a round on the Silverstone National track, but he said that a maiden round on the International layout was on his radar for the future.

"We will run on that track, certainly," said the BTCC's chief executive. "We were very close to it in 2020 and there was great feedback after the media day test, but circumstances meant we weren't able to run the meeting.

"However, it is something we want to do. It is quite tricky to schedule it in with the track bosses at Silverstone because it is a busy venue. But when the opportunity presents itself, then we will race there."

There is also a rumour of a two-driver race for the BTCC, which would run for 90 minutes. The last two-driver BTCC race was in 1990. Gow said that the matter was usually discussed at the end-of-season teams' meeting but there had yet to be a consensus to make the format happen. "When it is proposed, we always discuss it," said Gow. "I would have no problem with a longer, two-driver race, but it is up to the teams essentially."



BTCC could get to race past Wing



Smolyar slithered to feature race win at damp Hungaroring

STALEMATE IN DAMP F3 CONTEST

Isack Hadjar and Victor Martins are tied at the top of the FIA Formula 3 standings after both had difficult Hungaroring weekends in a pair of damp races.

Hitech GP's Hadjar finished fourth in the opener after tyre struggles while ART's Martins got sixth after contact with Prema's Arthur Leclerc.

MP Motorsport's Caio Collet took his freshman FIA Formula 3 win in that dramatic opening race. He climbed the order after starting fourth, then after a battle claimed the lead from Franco Colapinto when the Van Amersfoort Racing racer went wide at Turn 3.

Prema's British rising star Ollie Bearman finished fifth while Carlin's

reigning GB3 champion Zak O'Sullivan finished 18th.

In the damp-but-drying feature race the next day Alexander Smolyar eased to a lights-to-flag win. Trident's British Formula 4 champion Zane Maloney and Bearman completed the podium, meaning Bearman leaves Hungary fifth in the standings, while O'Sullivan made a late charge to finish fourth after gambling on slick tyres.

Hadjar dropped back through the pack after a poor start and finished 18th outside the points, while Martins could only claim a solitary point for finishing 10th. Briton Jonny Edgar took a 13th and 24th place from Hungary.

ROSSI ENDS INDY DROUGHT

Alexander Rossi ended a three-year IndyCar victory drought by winning last weekend's second Indianapolis Grand Prix of 2022 after Andretti Autosport team-mate Colton Herta hit technical trouble at half-distance.

Ex-Formula 1 driver Rossi, who is set to move to Arrow McLaren SP in 2023, took victory by 3.5 seconds over Rahal Letterman Lanigan Racing's Christian Lundgaard who claimed his best-ever IndyCar finish of second.

Will Power took the championship lead by finishing third, after previous

table leader Marcus Ericsson had to start from the back after an engine problem in qualifying. The Swede finished 11th, ending his run of top-10 finishes dating back to May's first Indy GP race

Rossi said: "I do feel for Colton. He was definitely strong. We had pretty much the same race car. It would have been interesting. I don't want to take away anything from what he did from [starting] ninth. To get to that position was incredible. But it was the 27's [Rossi's car] turn."



Rossi got first IndyCar win since 2019 after team-mate hit trouble



Fox won racing under appeal at Spa



Fox drivers say boost is a matter for McLaren not for the team

Photos: Jakob Ebrey

McLAREN PINPOINTED IN SPA BRITISH GT SAGA

Fox McLaren pair say they do not control the boost level that is threatening their win

By Graham Keillon

British GT's on-the-road Spa race winners Nick Halstead and Jamie Stanley of Fox Motorsport say the overboosting issue threatening their freshman category victory is a matter for McLaren.

Halstead and Stanley's Fox McLaren plus Paddock Motorsport's McLaren, after qualifying second and fifth respectively, had their qualifying

lap times removed as their recorded boost exceeded that allowed under Balance of Performance. Both entries raced under appeal, meaning they started in their original grid positions and the result is provisional until their case is heard in the UK's National Court. Halstead told Motorsport News: "We don't control the boost on the car, McLaren do, and there's seven [McLaren GT3] cars here, all seven

cars have the same mapping. "There's a discrepancy between what the McLaren data says and what the championship logger [says], so we've appealed it. "It's not good enough that just two cars get penalised. It looks like we were cheating when we had no control over this [the boost]." Stanley added to MN: "It's about clearing [our] name that we did not do this, this is something we cannot

control and we are the innocent party." Paddock driver and boss Martin Plowman concurred, stating to MN: "We have zero control over this matter and we have done everything within our power to comply with the rules. "We want to stress that there was nothing untoward going on and the pace was genuine. Fox were still the fastest [after the issue was rectified]." A spokesperson told MN that McLaren will not comment on the matter.

FREKE CRITICISES BURNS SICKNESS INACTION

Century boss Nathan Freke has described British GT organisers' decision to not allow Will Burns to switch Spa race stints after being hit by a sickness bug as "pretty stupid". Several in the Belgian paddock 10 days ago reported feeling unwell on race day, and Team Abba's Mercedes GT3 and Motus One's McLaren 570S GT4 entries both withdrew due to personnel being affected, though Motus's McLaren also had a turbo issue. Reigning British GT4 champion Burns felt unwell during the race-morning warm up, which led to his team requesting he drove the race's second stint rather than the first to give more recuperation time. Freke told Motorsport News: "He [Burns] was absolutely fine, [then] he goes out for the morning warm up, comes in and runs in to the toilet and is violently sick, and the next few hours he couldn't stop being sick. "We tried to get the start-driver order changed [to] give Will a bit more time but they didn't allow us to do that which I thought was pretty stupid. "We had to put Will out first and he did a great job, and came in and pretty much collapsed in the office of the truck. He's a proper lad Burns, he's dug deep there."



"Proper lad" Burns raced while ill

ALGARVE REPLACES SPA ON BRITISH GT CALENDAR

British GT will visit the Algarve International Circuit in Portugal next year for the first time as the track replaces Spa as the championship's away-day round. The famous Belgian track in recent years has been British GT's habitual sole overseas venue, hosting the championship every year since 2014 aside from the Covid-impacted 2020. Nurburgring, Zandvoort, Magny-Cours and Pau have also hosted British GT races. But next year Spa will be replaced by the Algarve circuit that hosted Formula 1's

Portuguese Grand Prix in 2020 and '21 plus has staged several other races run by British GT organiser SRO. Another change is that the British GT race in Portugal will be a three-hour contest rather than Spa's two hours, while the May Donington Park race switches from three hours to two. The 2023 calendar is otherwise similar to this year's, starting with the traditional Oulton Park Easter weekend double header followed by the showpiece three-hour Silverstone 500, and finishing with an October two-hour Donington contest.

CALENDAR	
British GT 2023	
DATE	VENUE
April 8 / April 10	Oulton Park (2x 1-hour)
May 6-7	Silverstone 500 (1x 3-hour)
May 27-28	Donington Park (1x 2-hour)
June 24-25	Snetterton (2x 1-hour)
July 15-16	Algarve (1x 3-hour)
September 9-10	Brands Hatch (1x 2-hour)
October 14-15	Donington Park (1x 2-hour)

STANLEY: "PETTY" TO NOT GET ON PODIUM



Podium top step empty

Jamie Stanley has said it was "petty" that he and co-driver Nick Halstead were not allowed onto the podium after winning the recent British GT Spa race competing under appeal. The Fox McLaren pair won the race on track after appealing against their qualifying penalty (see separate story), and International Sporting Code regulation 12.3.3.A specifies that under such circumstances competitors cannot take part in prize-giving or podium ceremonies. If Stanley, Halstead and Fox keep the win it will be the drivers' and team's first overall British GT victory.

Stanley told Motorsport News: "It was just unfortunately a bit petty of [organiser] SRO to not let us on the podium and take the trophies back at a later date." Second-place finisher Lewis Williamson was sympathetic to the Fox pair, adding to MN: "It was a bit of a shame that they never put them on the podium because they won the race on track, so they probably should have put them on the podium and let them guys take the win until it's gone through the appeal. "It was a bit strange just second, third standing on the podium."

DORLIN'S DIFFICULT SPA AFTER CAR SWITCH

British GT frontrunner James Dorlin said his Redline Racing team faced a catalogue of problems after switching to a Porsche 911 GT3 R for the Spa round 10 days ago. Dorlin and driving partner Alex Malykhin, who are fourth in British GT's standings, switched from their usual Lamborghini to help Malykhin's preparations for the

following weekend's Spa 24 Hours where he competed in the 911 with Allied Racing. Malykhin and Dorlin finished fifth in British GT's race and will revert to the Lamborghini for the next round. Dorlin told Motorsport News: "It's been challenging from Thursday [pre-race testing]. The car had a lot of things that needed putting right before we even got out

on track which the Redline boys they've worked so hard to get us to the end of this race. "Also about three laps into [my] stint some vibration started on the front and it got worse and worse. To get to the end we're really happy. "It's the exact same car [Malykhin entered in the Spa 24 Hours] so making sure we got to the finish all in one piece was the priority."



Redline pair raced 911 rather than Lambo

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RACING NEWS



Ori: wants Europe run

ORI MAKES RECORD GB3 GRID NUMBER

The GB3 championship achieved a record-high grid at Silverstone last weekend with the addition of American Ayrton Ori to Chris Dittmann Racing's line-up.

The CDR team with 18-year-old Ori's addition will run three cars for the remainder of this GB3 season.

GB3's 23-car grid was the largest in the championship's history under its BRDC British Formula 3 and GB3 names. The grid is only matched by a 24-strong turnout in the 2013 debut year for its predecessor BRDC F4 at Brands Hatch.

Ori has single-seater and sportscar experience, including competing in this year's Daytona 24 Hours in the LMP3 class, qualifying on the front row.

Ori said: "I've been looking to race in Europe for a while and I have been following the GB3 championship because I think it is the perfect series to step into to get used to racing in Great Britain and Europe."

Team boss Chris Dittmann added: "This year we gave him an option for the last few rounds of the season, and he jumped at it. It'll be a baptism of fire, but it's a learning process and a hopefully with a view to doing a full campaign next year."

GINETTA JUNIOR WINTER SERIES GETS 2022 DATE

The Ginetta Junior Winter Series continues for its 14th running this autumn taking place on Brands Hatch's Indy circuit on November 12 and 13.

The annual end-of-season event will follow its traditional format of one qualifying session and two races on both days.

Each Winter Series champion between 2012 and 2018 went on to finish in the overall championship top two the next season while five Winter Series champions won the overall title the following year.

Ginetta championships manager Steph Bush said: "The Winter Series provides both existing Junior drivers and racing rookies with a lot of track time and race experience. We're confident of attracting a strong entry this year."



Winter contest back for 2022

BRITISH F4 ROOKIE TEST RETURNS

Junior single-seater championship is set for Snetterton October rookie test as organiser Motorsport UK predicts a grid of 20 or more by the season's end

Photos: Jakob Ebrey



British F4 is set for more cars

By Graham Keilloh

British Formula 4's annual rookie test will return this autumn as organisers report increased driver interest in the junior single-seater championship and possible grids of 20 or more this season.

The Snetterton test takes place on October 27-28 and will combine track time with an off-track showcase of British F4's offering; 2021's rookie test did not take place amid car availability issues as the

championship switched to a new chassis and engine.

British F4 organiser Motorsport UK's CEO Hugh Chambers told Motorsport News: "Last year going into this year was difficult with all sorts of reasons, not least of which was the supply of the cars.

"[We've] not completely resolved all the supply chain issues, but we've now got cars in the country, the teams have got cars and they now can run people for next year.

"So that puts us in a much much stronger position at the right time of

year for the teams to be going out and talking to drivers."

Chambers also predicted an increase on the 16-strong grids experienced for much of 2022: "[Driver interest is] really positive, teams are already lining up young drivers.

"Before the end of this season we'll see at least one more team, and we'll see drivers being run not just in testing but in races in order to hit the ground running for 2023. So I'm pretty confident that we'll see grids into the 20s before the end of the season."



Chambers predicts another team to join



Hedley appeared in new colours in GB3's last two rounds

ELITE UNHAPPY WITH HEDLEY MOVE

Elite Motorsport boss Eddie Ives is unhappy that James Hedley has switched from his GB3 team mid-year to join rival JHR Developments, stating that he had a season-long arrangement.

British Formula 4 graduate Hedley had competed in GB3 with Elite since 2021's season-closing round but before the Spa round 10 days ago he switched to JHR, with which he also raced at last weekend's Silverstone GB3 meeting.

Ives told Motorsport News: "As far as I'm aware I had an arrangement with them for the whole year, they've dropped out halfway through the year. They didn't come to me saying they wanted to go somewhere else, they came to me saying they were stopping. And then that's happened [moving

to JHR] which probably hasn't helped the situation.

"I guess he feels that things weren't working here so wants to try something else. He had a poor Snetterton [the previous round with Elite]. I like to think that proof's in the pudding that he's not going any different [at JHR].

"It's a big shame because we worked with the kid for two-and-a-half years in [Ginetta] Juniors and thought we had a really good relationship, but apparently not."

When asked by MN if Ives considered the matter closed, he said: "They [the Hedley camp] have the opportunity to close the matter but we'll see what happens."

Hedley's management told MN that they preferred not to comment.

NEW ALL-McLAREN GT CONTEST IS GO

A new one-make McLaren Pro-Am championship called the McLaren Trophy for a bespoke Artura Trophy racer will kick off next season on the GT World Challenge Europe package.

The Artura Trophy car is based on the new-for-2023 Artura GT4 but will have more power and downforce as it will be freed from BoP regulations.

McLaren Trophy's inaugural round will be at Paul Ricard on June 2-4 and it will also support the Spa 24 Hours. Each race weekend will be a double header, with on either day a 15-minute pre-qualifying session, 15 minutes' qualifying, then a 50-minute race with mandatory pitstops. In Pro-Am pairings

the Am driver must qualify the car and start the races.

There also will be practice sessions and the existing 570S Trophy gets a class within the new category.

McLaren Automotive director of motorsport Ian Morgan said: "I genuinely believe that [the Artura Trophy] is a great race car and a massive step on from anything we've ever produced before for this type of championship.

"There's nothing that exists currently to offer the same prospect to aspiring or professional and amateur GT drivers and already we've had huge interest in both the new car and the championship."



Artura Trophy based on new McLaren GT4 is getting its own series

RALLY NEWS

EVANS ALL BUT CONCEDES WORLD TITLE AHEAD OF RALLY FINLAND DEFENCE

Welshman aiming to repeat one of best WRC wins with Roanpera on unbeatable form

Photos: mcklein-imagedatabase.com, Hyundai, M-Sport



Evans needs to hit back with a win

By Graham Lister

Elfyn Evans starts his bid to win Rally Finland for two seasons running today (Thursday) having accepted that his World championship title hopes are a "pretty long reach".

After finishing runner-up to Toyota team-mate Sebastien Ogier in 2020 and 2021, Evans had been tipped to go one better and almost unchallenged in 2022 following Ogier's decision to go part time this year and based on the Welshman's strong form in recent campaigns.

However, Evans has instead faced an even stronger rival in the shape of his 21-year-old colleague Kalle Roanpera, while also enduring troubled start to his season.

Finn Roanpera starts his home round of the WRC 83 points to the good in the title chase having won five of the seven rounds run so far in 2022.

His most recent triumph was on last month's Rally Estonia, another fast-paced, gravel event, where Evans initially led before losing out to the



Evans: Upbeat

latest example of Roanpera brilliance in wet and slippery conditions.

Evans trails Roanpera by 96 points with five rounds remaining following Rally Finland, which Evans and co-driver Scott Martin won for the first time in 2021, when the event took place in October due to Covid-19 restrictions.

Speaking about his fading title hopes following his Rally Estonia defeat to Roanpera, Evans said: "It was already a pretty long reach and it just got longer. It doesn't change our approach, we go to every rally to give our best and of course the team as well."

"Finland is one of my favourite rallies. There's not many places where you have the same sensation driving a car as you do in Finland, so it's always a highlight and to win there last year was something very special. This year it will be a new challenge with this generation of cars."

As well as the seemingly unbeatable Roanpera, Evans will face the threat of Esapekka Lappi, another Toyota-powered Finn who is car-sharing with Ogier this season.

ROVANPERA HOMES IN ON FIRST WORLD RALLY CROWN

Kalle Roanpera can't win the World Rally Championship in Finland, but he can get closer with the Acropolis Rally in Greece next month the first point at which the title could be his, regardless of what happens in

the Finnish forests this weekend.

Despite the enormity of what's increasingly becoming the likely outcome, Roanpera is remaining typically stress-free ahead of Rally Finland, which is based in Jyvaskyla,

the city of his birth in 2000.

"Rally Finland is a very special event for us, but I try to treat it and enjoy it just like any other," Roanpera said. "I don't feel so much pressure, because after our wins this year I don't think we

have anything to prove. Of course, we will have great support from the fans and I would like to try and win it for them if we can. Last year it was not so easy for us so we will try to do a better job this time, have a

good set-up and feel comfortable, and then I think we can be fast and really enjoy the weekend."

A Roanpera victory would be the first home win by a Finn since Esapekka Lappi in 2017.



Flying high: Kalle Roanpera

BREEN CONFIDENT BUT NEEDS SUPPORT

Craig Breen reckons the belief he was able to build aboard his Ford Puma Rally1 after he restarted Rally Estonia on leg two following his opening-day off will boost his bid for a third 2022 WRC podium in Finland.

M-Sport's Irish star finished third in Finland in 2021 as part of the factory Hyundai line-up and is "confident" of a similar result this weekend.

"Honestly I felt confident and the car felt good [on Saturday and Sunday in Estonia]," Breen told WRC.com. "It's been a bad run. We have been on the bad side of luck too many times, but I will

take [that confidence] to Finland."

M-Sport team boss Millener continues to back Breen to become a regular frontrunner in the World championship but accepts he needs an experienced team-mate with a winning pedigree to partner him on all rounds, rather than the pit-part schedule Sebastien Loeb is following.

"Craig is quite capable of doing it, but as the only driver leading the team he has a lot of pressure," Millener told WRC.com. "I don't see any way at the moment for us to find the budget to get that additional driver, but it's something we always aim for."



Breen wants a change of luck

FINLAND NEEDS FANS LIKE NEVER BEFORE

Clerk of the course Kai Tarkiainen has explained the importance of a successful 71st-anniversary Rally Finland following the event's return to a summer date for 2022.

After being cancelled due to Covid-19 in 2020, the rally eventually returned in the autumn of 2021 after mass-gathering restrictions meant it couldn't take place last August as planned.

With all restrictions removed, the rally is back in its familiar early August slot with organisers hoping for thousands of fans to show up due to their reliance on ticket sales to supplement commercial investment as the rally

gets no government funding.

"There's a lot of interest from the spectators and we're really expecting big crowds and hoping to see the people cheering their favourites on the roadside a lot this year," said Tarkiainen. "If you look at the last couple of years the financial situation has not been that good and we need the spectators and we need the ticket sales to keep ourselves going."

"You never know about the weather but looking back through the last 10 years we've been extremely lucky with the weather when we've run in July and August. Hopefully it will be sunny with temperatures in the high 20s."



Spectators are crucial for the success of Rally Finland, say bosses



Solberg: A fresh start

SOLBERG JR NEEDS A FINLAND RESET

Oliver Solberg reckons the experience gained from his Rally Finland debut will count for nothing when he returns this week.

Solberg crashed a Hyundai i20 N Rally2 in Finland last

season on his first start with co-driver Craig Drew but is back in a top-flight Rally1 version.

"I knew it was going to be a big challenge – especially when I had a new co-driver

and the rally lived up to the challenge," said Solberg, who is now co-driven by another Brit, Elliott Edmondson. "For sure last year's experience will help a bit, but being in a Rally1 is very different."

Photos: Ben and Paul Lawrence



Greer has now joined the list of three-time winners

GREER JOINS THE NI TRIPLE CHAMPIONS WITH TITLE FLOURISH

New title holder has added his name to an illustrious list of legends

By Jason Craig

Jonathan Greer has become the joint second most successful driver in the history of the Northern Ireland Rally Championship.

Greer dominated the final round, the Down Rally to clinch a third title.

It means the 33-year-old

has drawn level with Mervyn Hill, Kenny McKinstry and Kevin Lynch, while Derek McGarrity remains the record holder with a total of eight crowns. Greer's first success came in 2017.

"The first time I won the trophy, I spent a long time reading through the drivers on there. There are some big names on it and it is great for me to be on it for a third time with the

likes of Mervyn, Kenny and Kevin," said Greer, who used a new Citroen C3 Rally2 and had three co-drivers for the five round championship.

"It is great to have another title and to be in that club with those drivers. To get my name on the trophy once would have been good enough for me," he added. "So yeah, it is pretty cool to do it three times but, to be honest, at no point did I ever think

I would be doing that. Not having the same guy in beside me all year, I think that was the only downside because it meant the co-drivers' title was out of reach for them.

"However, things still worked out well and Darragh [Mullen], Niall [Burns] and Dai [Roberts] have all done a great job – they definitely made my life much easier out there."

COLE'S CREW KEEPS HIS CHAMPIONSHIP CHALLENGE ALIVE

National Asphalt Championship competitor Brad Cole says he owes his continued challenge for series honours to his mechanics after they repaired heavy front-end damage that enabled him to restart the Down Rally.

The Ford Escort Mk2 driver looked to have retired from the rally after hitting a wall on the opening stage, damaging his steering and front suspension. Having limped back to service, his mechanics worked for over two hours to repair the car, enabling Cole and co-driver Jamie Vaughan to restart under Super Rally rules. They finished 74th overall, scoring points that keep him

in the lead of Class B13 and fourth in the championship points standings.

"Mechanics usually get so little praise but my lads, Nev and Neil, busted a gut changing the anti-roll bar link and the steering to get us back out for the last four stages. Thanks to them, we finished and scored vital championship points that keep us in the hunt. Without their efforts we would be struggling to make up lost ground from now on. Jamie and I are incredibly grateful," said Cole.

The Escort will now be fully stripped, checked for residual damage and rebuilt before the next round, Rali Ceredigion on September 3-4.



Cole has praised his Ford's mechanics

PADDON TO HEADLINE ENTRIES IN CEREDIGION



Paddon's last UK outing was on Wales Rally GB back in 2019

WRC contender Hayden Paddon will be the star entry on Rali Ceredigion on September 3-4, which is round five of the British Rally Championship.

The New Zealander will contest the Aberystwyth based closed road event as the event is a round of the Tour European Rally, of which Paddon is both a competitor and an ambassador. He will drive a Hyundai i20 N, similar to the car he is currently using on selected events in this year's WRC Rally2 Championship. His co-driver for the rally is yet to be confirmed.

Paddon said: "We're very pleased to be concluding our European tour

with Rali Ceredigion, an event I've heard a great deal about. I have spent some time in the area in the past with Wales Rally GB but normally on the gravel forestry stages, so I'm looking forward to experiencing Welsh asphalt."

Chairman of the event organising committee Phil Pugh said: "It's great that Hayden, a driver with such a world-class standing, will be joining us this year. It just shows how far the reputation of our event has spread, bearing in mind we've only held the rally once."

Paddon's Hyundai i20 N will be supplied and run by the Dumfries-based Albatec team.



Elliot Payne will tackle the Welsh stages

WOODPECKER READY TO SING FOR 2022

The next major gravel rally in the UK, the Woodpecker Rally on September 3, has drawn a fabulous response as the popular Welsh border event returns to a traditional format after a gap of three years.

The Ludlow-based event was cancelled in 2020 and ran to a condensed format in 2021, using only Radnor forest. Now, the rally is moving back to Ludlow race course for stages in Radnor and the stunning Hays Park test just outside Ludlow.

Already just on 180 entries have been taken for 170 available places and all the leading contenders in the BTRDA and Welsh Rally Championships are planning to be there.

The modern entries include 15 R5/Rally2 cars, led by likely pacesetters Matthew Hirst, Elliot Payne, Callum Black, local ace Perry Gardener, Stephen Petch and Tom Llewellyn. Hirst is unbeaten across the opening four Welsh rounds.

FLOOR PAN THREAT FOR MODIFIED ESCORTS IS LOOMING

Proposed Motorsport UK regulation changes pose a threat to Ford Escorts Mk1 and Mk2 being used in special stage rallying, according to a number of competitors.

It seems that, with little notice and communication to car owners, the sport's governing body is seeking to finalise regulation changes in August which could impact a car's eligibility for competing in the UK and Ireland.

The proposed changes are said to restrict the permitted modifications to the floor pans of Escorts running in the open classes. The changes do not affect historic specification cars. Of most concern to competitors that MN has spoken to is that MSUK is reportedly wanting to impose dimensional restrictions retrospectively to existing cars. The draft changes appear to prohibit

a right-hand exhaust tunnel as required by popular engines including Pinto, Duratec, Cosworth YB and Millington units.

One Escort driver, who preferred not to be identified, said: "Should they be implemented in their current form, these proposed regulation changes risk making many Escorts ineligible for stage rallying or costing their owners considerable time and

money in carrying out unnecessary modifications, which have no safety benefits.

"Owners who may be affected are urged to contact Motorsport UK urgently to request a copy of the draft regulations and to submit their comments and feedback by return."

MN contacted Motorsport UK for comment but had not heard back at the time of going to press.

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RALLY NEWS

TRACKROD RALLY YORKSHIRE 2022 IS LAUNCHED AS ENTRIES OPEN

Multiple national series to converge on September's gravel showdown

By Paul Lawrence

Entries open on Friday for the Trackrod Rally Yorkshire, one of the leading gravel rallies in the UK this season.

The September 23-24 event is the only rally to host the British Rally Championship, the British Historic Rally Championship and the BTRDA Rally Series.

Event regulations are live on the event website and entries will open at 1900 on Friday. As in 2021, an entirely random draw will be used to select entries.

The rally will again feature a compact route based in Filey and taking in all single-use stages on gravel. For the crews contesting the three major rally championships, this is the only visit of the season to the classic stages in the Dalby complex.

Rally Yorkshire will run over nearly 60 stage miles and is round six of the British Rally Championship, while the Trackrod Historic Cup is round five of the British Historic Rally Championship. The route will include one long stage in the darkness of Friday evening. On Saturday, the Trackrod Forest Stages will cover a full 45 miles as round seven of the BTRDA Rally Series.

Event boss Rod Parkin said: "After the success of the 2021 event, we are retaining a similar format for 2022 and we are expecting a good response from competitors. On Friday evening, the rally will start at 1900hrs on Filey sea front, the Beach Road, when there will be an chance for spectators to meet the crews and see the cars at close hand."



Photos: Ben Lawrence

Petch will be among the entries for Trackrod return



Henderson has won the title with McGarrity

VETERAN HENDERSON LIFTS CO-DRIVERS' CROWN

Rally veteran Graham Henderson says that securing the Northern Ireland Championship title for co-drivers is an incredible moment and ranks among the highlights of his career as a leading privateer.

Henderson joined forces with Derek McGarrity this season and his points total at the end of the five rounds left him ahead of Ciaran Geaney and Darren Curran, both of whom failed to score on the Down Rally due to retirements.

Henderson has been co-driving for more than four decades and has sat with over 60 drivers. "I suppose I am always a journeyman – much like the boxers," he joked.

"Derek asked me: 'Why have you never

sat at the top level?' I said I knew that top drivers never usually changed their co-drivers, plus nobody had asked me before. That meant I always ran down the field.

"For me it's an unbelievable moment to finally be crowned the Northern Ireland co-drivers' champion. After nearly 40 years and having sat with many drivers down through the years, it has been a wonderful season.

"I feel very privileged to have had the chance to sit with Derek and I wish to thank him and the team for a massive effort all year. The amount of work leading up to the Down Rally to ensure I was on top of my game has been rewarded."

ROAD RALLY ROUND-UP

Parker and Livermore take Knutsford Targa glory

Christian Parker and Molly Livermore followed up the 2021 Knutsford Targa victory with a win on this year's Northern Dales Targa.

The Hexham & DMC event used the gravel and concrete tracks of the former Blue Circle Cement Works in Weardale. The winners finished with a victory margin of 40s, but they didn't take the lead until the ninth of the rally's 12 tests.

The leaders for the first two thirds of the event had been Chris Dodds/Peter Gibson, but they struggled through the final four tests and fell to sixth at the finish. However, this still netted the crew useful points in their pursuit of the NESCR Challenge title.

The Subaru Impreza-mounted pairing of Parker/Livermore secured six fastest test times on their way to the win. Meanwhile Tom Hall/Andrew Fish put in a valiant challenge in their Riley Elf and took the runner up spot, three seconds ahead of Craig Stamper/Peter Wright.

Seventeen year-old Ruben Hage was taking part in his first rally. His pace increased during the day and he managed to match the winners' fastest time on the penultimate test and then was quickest through the final one of the day.

Taking fastest time on the opening three tests of the Gilly Wood Targa put Dan Johnson/Geth Johnson into a lead that they weren't to lose.

However, they were chased hard all day by fellow Ford Puma crews, Ethan Davies/Trystan Leyshon and John Davies/Dafydd-Sion Lloyd.

The latter pairing could have taken the win; they lost 30 seconds with a navigational error on Test 2 and ended up 22 seconds off the lead at the Finish.

Howard Price/Phil Sant secured seventh place on the Welshpool-based event then, on the following day, went on to win the Rali Cwm Cynfal, which was based on the Trawsfynydd Ranges.

There was a four-way battle for the lead on the Bala DMC rally. Dewi Jones/Daniel Jones and Iwan Roberts Jr/Huw Parry shared fastest

times on both of the two opening tests. The two crews then swapped the lead over the next few tests, with Iwan 'Bont' Roberts/Steve Griffith also challenging for the top position.

Price/Sant had added 10 seconds to their total on the opening test with a cone fault, but five fastest times put them at the head of the field with three tests remaining. They came home 17 seconds ahead of their pursuers.

Ian Mills

Results

Northern Dales Targa

Organiser: Hexham & District Motor Club
When: July 17 **Where:** Eastgate Cement Works **Championships:** NESCR **Tests:** 12
Starters: 36
1 Christian Parker/Molly Livermore (Subaru Impreza) 22m39s; 2 Tom Hall/Andrew Fish

(Riley Elf) +40s; 3 Craig Stamper/Peter Wright (Citroen C2); 4 Bob Hargreaves/Colin Fish (BMW Compact 318Ti); 5 Michael Pears/Jon Sheperd (Vauxhall Corsa); 6 Chris Dodds/Peter Gibson (Mazda MX-5); 7 Peter Wilkinson/Dave Alincham (Suzuki Swift Sport); 8 Aidy Charlton/Mick Charlton (Mazda MX-5); 9 David Alexander/Callum Alexander (Fiat Uno); 10 Chris Hunter/Fiona Tyson (Mazda MX-5). **Class Winners:** Alexander/Alexander; Hall/Fish; Stamper/Wright.

Gilly Wood Targa

Organiser: Welsh Border Car Club
When: July 23 **Where:** Welshpool **Championships:** None **Tests:** 15
Starters: 56
1 Dan Johnson/Geth Johnson (Ford Puma) 45m38s; 2 Ethan Davies/Trystan Leyshon (Ford Puma) +6s; 3 John Davies/Dafydd-Sion Lloyd (Ford Puma); 4 Daniel Jones/Rhys Griffiths (Ford Escort); 5 Elliott Stafford/Ryan Griffiths (Mazda MX-5); 6 Huw Morris/Alan Williams (Ford Focus); 7 Howard Price/Phil Sant (Subaru Impreza); 8 Mark 'GT' Roberts/

Michael Jones (VW Golf GTI); 9 Richard Bennett/John Tomley (Vauxhall Nova); 10 Paul Morgan/Jamie Mills (Nissan Micra). **Class winners:** Steffan Evans/Gethin Evans (Subaru Impreza); Josh Clark/David Marchant (BMW Compact).

Rali Cwm Cynfal

Organiser: Bala & District Motor Club
When: July 24 **Where:** Trawsfynydd **Championships:** ANWCC **Tests:** 13
Starters: 43
1 Howard Price/Phil Sant (Subaru Impreza) 22m14s; 2 Dewi Jones/Daniel Jones (Mazda MX-5) +17s; 3 Iwan Roberts Jr/Huw Parry (Toyota Corolla); 4 Iwan 'Bont' Roberts/Steve Griffith (Hillman Avenger); 5 Deion Atkinson/Aron Jones (Mazda MX-5); 6 Owain Rowlands/Owen Rowcliffe (Mazda MX-5); 7 Kevin Peacock/Barry Jones (Ford Escort); 8 Alan Evans/Rhys Jones (Ford Fiesta); 9 Sion Rhisart/Sion Williams (Nissan Micra); 10 Stephen Kerr/Huw Manion (Ford Escort). **Class winners:** Roberts/Parry; Bryn Jones/Aled Edwards (Ford Escort); Gethin Jones/Elis Hardy (Mazda MX-5).



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SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Bradford scoops the big pot for BriSCA F2

The 500th BriSCA Formula 2 meeting at Devon's Smeatharpe Stadium celebrated the late Bill Batten, four-time World champion.

In a race enlivened by oil dropped on the fourth bend, leader Tristan Claydon was gradually chased down by Kieren Bradford after many of the star-graded drivers were delayed early on. Bradford performed a textbook last-bend lunge to pass Claydon for victory, and win the generous prize fund. Claydon held on to second ahead of Jamie Avery and Charlie Lobb.

"I knew it was for a great cause so I just had to go for it, and the oil on that corner made it easier for me to go in," said Bradford. "Bill's done a lot for me over time and I'm very grateful for it so it's nice to have won that race."

Paul Moss dominated the Mendips mid-week special, claiming a hat-trick of wins. Leah Sealy had looked set for a maiden final victory but Moss struck on the last bend, unsettling Sealy's car, with Steven Gilbert also snatching second.

National points frontrunner Liam Rennie scored another heat-and-final double at Cowdenbeath's Friday night session, while Ollie Hertzog took the honours at Buxton, which will host the World Championship semi-finals next weekend.

Mark Paulson

Results
Organiser: Autospeed **When:** July 25 **Where:** Smeatharpe Stadium, Taunton **Starters:** 33. 1 Kieren Bradford; 2 Tristan Claydon; 3 Jamie Avery; 4 Charlie Lobb; 5 Tommy Farrell; 6 Richard Andrews; 7 Leah Sealy; 8 Aaron Vaight; 9 Steven Gilbert; 10 Neil Hooper.

Organiser: Mendips Raceway **When:** July 27 **Where:** Mendips Raceway **Starters:** 19. 1 Paul Moss; 2 Steven Gilbert; 3 Leah Sealy; 4 Ben Borthwick; 5 Paul Rice; 6 Tommy Farrell; 7 Nathan Maidment; 8 Aaron Vaight; 9 Charlie Fisher; 10 Harrison Bryant.

Organiser: GMP Scotland **When:** July 29 **Where:** Cowdenbeath Raceway **Starters:** 13. 1 Liam Rennie; 2 Steven Burgoyne; 3 Craig Wallace; 4 Jason Blacklock; 5 Mika Millar; 6 Kieran Howie; 7 Craig Reid; no other finishers.

Organiser: Buxton Raceway **When:** July 31 **Where:** Buxton Raceway **Starters:** 30. 1 Ollie Hertzog; 2 Charlie Guinchard; 3 Adam Rubery; 4 Mark Gibbs; 5 Harley Burns; 6 Adie Whitehead; 7 Liam Rennie; 8 Stuart Wright; 9 Ben Lockwood; 10 Craig Driscoll.

KRISTOFFERSSON CONFIRMS THREE-STRONG LINE-UP AHEAD OF FRESH WORLD RX CHALLENGE

Title winner to be joined by Veiby and Bergstrom for all-electric mixed-surface series

Photos: KMS, Paul Lawrence, Colin Casserley



Bergstrom (l) and Veiby (c) will join multi-champion Kristoffersson

By Hal Ridge

The Kristoffersson Motorsport-run Volkswagen Dealer team Bauhaus has confirmed its three-driver World Rallycross Championship line-up for 2022.

Norwegian rally driver Ole Christian Veiby, who has returned to rallycross this year, and Swede Gustav Bergstrom will join already-announced four-time World RX champion Johan Kristoffersson in the three-car effort, as World RX gets set to host its maiden all-electric top-flight event in Norway next week.

Veiby has so far driven for the JC Raceteknik team in the Nordic-based RallyX series this year, while Bergstrom has driven a KMS-run Polo Supercar in the same series. Both drivers raced in the second round of Nitro Rallycross in Sweden last weekend, in addition to Kristoffersson, Veiby in the electric Group E class and Bergstrom in Supercar.

Veiby said: "I've been focused on rallying for several years now and while I will continue to rally, I think it's time

for a change and it will be interesting to do something new.

"Rallycross with electric cars just feels right and it's great to be back with KMS. Our relationship began almost 10 years ago, so I know these guys pretty well.

"It's also good to be working alongside Johan again. In my opinion, he is the world's best driver and there's no doubt that his experience is worth its weight in gold. He has incredible knowledge in rallycross and together, we have produced a good package that should put us in strong shape for the season ahead and enable us to fight at the front."

Bergstrom began his career last year in the Supercar Lites division and is embracing his new challenge. "I was a total rallycross rookie last year, but I immediately fell in love with the discipline," he said. "I'm under no illusions that I have an extremely tough task ahead of me as the World championship is the very pinnacle, but I'm keen to gain as much experience as I can and I'm a quick learner. One thing's for sure—I have the best teachers I could possibly ask for!"

HONOURS EVEN IN THE CHASE FOR BRITISH HILLCLIMB SILVERWARE

The knife-edge battle between Wallace Menzies and Alex Summers for the British Hillclimb Championship continued at Wiscombe Park in Devon over the weekend with a run-off victory apiece as another hill record was broken.

Summers was in stunning form on Saturday to not only win the opening run-off, but also slice a fifth of a second from the hill record held by Menzies since July 2019 at 33.13s.

Summers qualified fastest, so was last go in the run-off and knew that Menzies had turned a 33.20s to set the bar high. But Summers was supreme and powered the DJ Firestorm across the meadow and up through the trees in a stunning 32.94s to record the first sub-33s climb at the Devon hill.

Trevor Willis, Matt Ryder and Scott

Moran were all in the mid-33s while best of the under two-litre cars was Paul Haines in a 34.93s.

By the merest of margins, the pendulum swung back to Menzies on Sunday when he also broke the 33s barrier with a mighty 32.95s climb, just one hundredth off the 24-hour old hill record. Moran ran him very close with a fine 32.98s and all eyes were on Summers for the final run of the weekend. It was good, but not quite good enough and a 33.16s left him third.

Ryder, Willis and returnee Sean Gould were next up, while Richard Spedding, seventh in his GWR Raptor, was the leading small-engined runner.

With dropped scores factored in, Menzies leads Summers by a single point with six rounds still to run in a battle that is set to go down to the wire.



Menzies fought back with a round win during Sunday's run-off

BRISCA F1: ODSAL, BRADFORD BY COLIN CASSERLEY

JULY 30



Hines took advantage of tyre problems for early leader Newson

HINES MEANS BUSINESS WITH FIRST SEMI-FINAL VICTORY

Paul Hines booked himself a front-row starting position at the BriSCAF1 Word Final in September by winning the first of the semi-final races at Bradford on Saturday night.

Mat Newson jumped into the early lead with Hines in pursuit as behind them a fierce battled raged amongst the 24-car field for the 10 places up for grabs in the starting line up at the World Final, which will be held at Ipswich.

A terrific scrap played out between Paul Harrison,

Simon Traves, Ashley England and Charlie Sworder for third place, before England rode the Turn 1 wall, knocking himself out of contention and bringing out a yellow flag.

Shortly after the restart, Newson suffered a flat rear tyre and retired, handing a race-winning lead to Hines. With five laps to go, Ashleigh Wareham rolled her machine in Turn 3 bringing out a red flag.

Hines held the lead on the restart with Harrison in second. Behind them, John Dowson

had moved into fifth from his 22nd starting spot, but a misfire with three to go dropped him out of contention. On the final lap, Sworder passed Traves for third with Neil Scriven grabbing fifth from grid 20. Mick Howarth claimed the last qualifying spot after advancing from the back row.

Race winner Hines said: "I really pleased, I knew I had to put in some quick laps at the start as there was so many quality drivers in the race, I am so happy for

everyone that helps me out."

Harrison added: "It was great stock car race and Sworder drove a great race. It's good to see the young drivers coming through, I am pleased with second, but feel sorry for Newson, it was his race as he was so quick."

Results
Organisers: YorStox, BriSCA F1 **When:** July 28 **Where:** Odsal Stadium, Bradford **Starters:** 48. 1 Paul Hines; 2 Paul Harrison; 3 Charlie Sworder; 4 Simon Traves; 5 Neil Scriven; 6 Karl Hawkins; 7 Joe Nickolls; 8 Mark Sargent; 9 Russell Cooper; 10 Mick Haworth.

HISTORICS

DOWN THE PUB NICK ELLIOTT

BHRC contender
Age: 55 Lives: Cheltenham



Elliott is going Italian in 2022

He's rallied a Fiat 131 this year

"I think the Fiat is now equal to the Escort in some areas and better in some conditions. Kevin Theaker and the team at Rallysport Developments have made amazing progress with the Fiat in the last two or three years. And the engine is now up to the standard of a good BDG, which it wasn't in the early days. But with more power from the engine, they've had to upgrade the transmission, gearbox and the diff to cope."

The Fiat is good on rough stages

"The Fiat is now a very, very good all-round package. It has better suspension and traction. So it's good on the rougher stages. But the Escort is still a very, very good package as well. It's a close call and there's not a lot in it. However, there is still development to come on the Fiat, and the Escort has reached a plateau."

The Fiat is easier on tyres

"The Fiat is certainly a bit bigger inside and it feels bigger when you're driving it. It's not as nimble as an Escort. You can make an Escort dance, but the Fiat has better traction. So you've got to drive it smoothly. You've got to be a bit less flamboyant in the Fiat. It is easier on the tyres, and there's less tyre wear. On the gravel events we've done this year, we could have done the whole rally on four tyres in the Fiat, when in the Escort you would need at least six."

He's also got a fresh Escort in build

"My old gravel-specification Escort has now been sold to Ireland. But the plan was always to replace that with a fresh Escort from Rallysport Developments. At the moment, that car is sitting unused because it's been sidelined while we're concentrating on the Fiat."

The BHRC resumes in September

"I've got no events planned for the new Escort at the moment, but maybe we'll do the Wyedean Stages in it in October. So I've not gone away from Escorts completely. But driving the Fiat has been a refreshing new challenge."

WILSON TO RETURN IN EX-BOB GERRARD FORMULA LIBRE COOPER Formula Junior ace set to give T59 a race comeback this season

Photos: Mick Walker, Paul Lawrence

By Paul Lawrence

Historic single-seater racer Sam Wilson is back with the ex-Bob Gerard Cooper T59 in which he started racing back in 2008, having only run it once previously in the last decade.

Wilson took a Formula Junior double win with it at the Silverstone Classic in 2011, before parking the car up in 2013 due to gearbox eligibility issues.

He explained: "We got it back out in time for last year's Classic and got fourth in the first race but had gearbox problems in the second race."

Plans to run it at the recent Vintage Sports-Car Club Silverstone meeting were thwarted by a minor gearbox issue. "If I'd had another hour I could have gone home and got it fixed," said Wilson.



Wilson is being reunited with T59

The T59 was a Formula Junior car in 1962 when raced by John Taylor and switched to Formula Libre in 1964 with a pre-crossflow Ford engine after the end of Formula Junior.

With Gerard, Taylor and the Wilsons all coming from Leicester, there is a strong local

connection for Sam's father Robert who owns the car. "John Taylor lived about five miles away from where we are based," said Wilson.

The Lotus 20/22 that he has been racing in Junior will now be converted back to grand prix specification with a

twin-cam engine as raced by Dave Charlton in South Africa in period.

"If we can get the Lotus ready in time, we'll try and do the HGPCA races at the Classic with it," added Wilson, who hopes to do four races at the end of August event.



Hill's title will be celebrated this year

THREE HEROES TO BE CELEBRATED AT THE GOODWOOD REVIVAL

Seventy-five years of Ferrari, the 60th anniversary of Graham Hill's first F1 World Championship and 100 years of the Austin 7 will all be marked during the Goodwood Revival on September 16-18.

More than 40 cars from Hill's career will be demonstrated each day, including the 1962 Championship-winning BRM P578 which will be driven by his son Damon, the 1996 champion. Hill's 1968 championship-winning Lotus 49 will be there along with other cars

to celebrate the breadth of his career.

Around 75 racing Ferraris from the Goodwood era of 1948 to 1966 will be on-track each day for a colourful and noisy celebration.

The Revival will also commemorate the 100th anniversary of the Austin 7 with a parade of more than 100 cars opening the event with a two-lap parade each morning. Sunday's date coincides with the date of the opening Goodwood race meeting in 1948.

FAMOUS TOYOTA RALLY MACHINE BACK IN ACTION

The Toyota Celica ST185 driven by Mark Lovell and Jonny Milner in period has just been restored for Gary Gee by model expert Warner Lewis.

It was built in 1994 and used by Touring Car racer Wil Hoy on the Network Q RAC Rally, which ended in an accident. Then Lovell used it in the 1995 season before Milner took

the car over for selected BRC rounds 1997 and '98.

"It started life as a Group N car. It's now more or less Gp A," said Lewis. Under other registration numbers, the car went to Malaysia and then enjoyed more success in Ireland.

Gee will use it in a range of demonstration events.



The storied Toyota Celica will be used for demonstrations



Brian Arculus has returned the MkIX back to the race tracks

ARCULUS PREPARES RARE LOTUS FOR REVIVAL OUTING

Brian Arculus has brought his rare Lotus MkIX back to racing this year ahead of racing it at the Goodwood Revival in September.

Arculus's MKIX is thought to be the only one currently active in the UK. Even this one is used sparingly and Arculus had only his second race in three years with it at the recent VSCC Silverstone meeting.

One of only 36 MKIXs built in 1955, the model was a forerunner to the more successful and prolific 11. "It's a very unusual shape, but quite pretty in its way," said Arculus of a car designed when Colin Chapman was experimenting with streamlining and the car's striking bodywork was designed by Frank Costin.

IN BRIEF

Collis in action

With his regular driver Matthew Robinson taking a sabbatical from rallying, seasoned co-driver Sam Collis will sit alongside Robert Gough when the BHRC schedule resumes on the Woodpecker Rally on September 3. The Woodpecker is the home event for Ludlow-based Gough in his historic specification Ford Escort Mk2 and Collis will join him for the rally.

March to stun

One of the fastest cars at the Croft Nostalgia weekend (September 3-4) will be local ace Richard Evans from Whitley Bay in his Formula Atlantic March 79B in the Aurora Trophy. Richard's father Jim was a regular winner at Croft in Special Saloons in the 1980s and Richard has been a leading historic racer. However, he has raced very little over the last five years while preparing cars for Andrew Smith.

Gremlin to shine

A tremendous field of 80 cars has already been confirmed for the Gremlin Historic Rally on August 21. The return of the famous former road rally from Brecon Motor Club is now in a daylight historic format with a mix of special tests and regularity sections, taking in some of the Epynt Ranges. It is a round of the MN-backed HRCR Clubmans Rally Championship.

Gough's Escort run

While Robert Gough chases BHRC points on the Woodpecker Rally, his father Richard will also contest their local event in his ex-Ari Vatanen Ford Escort Mk2, now back in period Rothmans colours. Gough senior won the rally five times in the famous car in the late 1980s and 1990s and now only rallies 'EUC 958V' sparingly and Johnny 'Tad' Evans will co-drive.

Gold Cup part two

A week after the high profile Gold Cup, the HSCC will be back at Oulton Park on Saturday with a one-day race meeting for some of the categories that were not on the Gold Cup programme. Races for Historic Road Sports, Historic FF1600, 70s Road Sports, Historic FF2000, Historic Touring Cars/Historic Modsports and Classic F3 make up the day.

Woodpecker full

After a summer break of more than three months, the MSUK British Historic Rally Championship will resume in early September for the second half of its six-event schedule. More than 40 BHRC contenders are in a capacity 170-car entry for the Woodpecker Rally on September 3, headed by current pacesetter Matt Edwards in the Fiat 131 from Rallysport Developments.

Harrison's title shot

Teenager Samuel Harrison has an outside chance of clinching the Historic Formula Ford title at Oulton Park on Saturday in his Speedsport Merlyn Mk20. With four wins from the last five rounds, Harrison needs to be 101 points clear of the pack at the end of Saturday and it is only current main rival Tom McArthur who has a realistic chance of beating the Ripon student to the crown.

BTCC REPORT: KNOCKHILL

IN BRIEF

Perfect practice

Team Hard locked out the top two slots in free practice with Aron Taylor-Smith outpacing Bobby Thompson at the head of the timesheets in the wet-but-drying session by bolting on slicks in the dying moments. Michael Crees, who had caused a red flag with an off earlier on in the session, was third in his Power Maxed Racing Vauxhall Astra.

Ticked off Tom

Championship leader Tom Ingram was blacked flagged from the second free practice session for multiple track limits infringements. The Excelr8 Motorsport Hyundai i30 N driver was forced to park in the pits where he was given a telling off. He was able to rejoin the session after being parked for three minutes. The fastest man in the 40-minute session was Ricky Collard in his Speedworks Motorsport Toyota Corolla, ahead of Jake Hill's MB Motorsport BMW 330e M Sport.

Hill on top of the hill

Jake Hill took his second pole position of the season with the fastest time during the 30-minute session on Saturday afternoon. The MB Motorsport BMW 330e M Sport man clocked a 50.726s (89.91mph) lap late on in the interrupted session to best his previous benchmark, which had also been good enough for first place. Ash Sutton lined up in second place in his Motorbase Performance Ford Focus, some 0.206s slower.

Turkington wings it

Colin Turkington, who lined up in third place on the grid at Knockhill in his WSR BMW 330e M Sport, is still top of the Goodyear Wingfoot award, which is handed out to the best qualifier of the season. His lead in the standings has been cut to seven marks by sister MB Motorsport BMW driver Jake Hill. Tom Ingram (Excelr8 Motorsport Hyundai i30 N) is in third spot, 20 marks off.

Gamble on form

Ciceley BMW 330e M Sport driver George Gamble had a highly profitable day at Knockhill. The 26-year-old not only won his maiden race in the reversed grid encounter, he also took a clean sweep of victories in the Independents Trophy to move up to third place in the points standings. BTC Racing Honda Civic man Josh Cook still has a healthy grip on the chase with a 77-point lead over Adam Morgan (Ciceley Motorsport BMW 330e M Sport). Gamble also took three wins in the Jack Sears Trophy, which is being contested by the drivers who had yet to stand on the podium at the start of the year. Gamble is second in that contest, just five points behind Bobby Thompson (Team Hard Cupra R).

Taylor squares up

The unified light-welterweight world boxing champion Josh Taylor was a special guest of the Laser Tools Racing team at Knockhill last weekend to support his friend Aiden Moffat.



Sutton, Hill (ahead) and Turkington in race one



Sutton collected his first triumph of the year

BMW TURNS THE SCREW IN SCOTLAND

Turkington goes top as Hill, Sutton and Gamble share the Fife glory. By **Matt James**

The twists and turns of Knockhill were matched by the shift in the British Touring Car Championship points table last weekend.

On a circuit where rear-wheel drive usually dominates, only champion Ash Sutton was a thorn in their sides. He followed MB Motorsport BMW man Jake Hill across the line in the opener, and then the places were switched in race two.

In the reversed grid encounter, maiden winner George Gamble took his Ciceley Motorsport BMW to the win but fourth and a fifth for Colin Turkington (WSR BMW 330e M Sport) and Gamble (Ciceley) to make it a five-car train for the lead.

Hill was able to eke out his lead and was 3.4s clear at the end, which wasn't representative of just what a tough battle it had been.

Race 1

Reigning champion Sutton knew that if his chance was to come to win his maiden race of the year, it would come early. While the BMWs all around him were likely to make strong starts, the German cars take time to get heat into the Goodyears. That is their weak spot.

Starting alongside poleman Hill, the Motorbase driver made a superb getaway to match the launch of the BMW ahead, but was in Hill's wheeltracks going into Duffus Dip.

He wasn't there for long. At the end of the opening tour, Sutton took a wider line into the hairpin and blasted alongside his rival cresting the rise on the start-finish line.

By the entry to Duffus Dip for the second time, the move was completed and he was in the lead. Hill chased hard and by the time his rubber had warmed up fully, he was all over the Ford in an epic dice.

Hill had a couple of desperate lunges – including being put onto the grass as the

pair attempted to go side-by-side through the opening corner – and indeed he caused damage to the front of his 330e M Sport when he cannoned into the back of the Motorbase machine in his efforts to reassert himself.

The pressure had to pop, and it did on lap nine when Hill used his hybrid (as was Sutton at the same time) to secure top spot again into Duffus Dip. Just a lap later, the closely following Colin Turkington made his presence felt as his WSR BMW 330e M Sport locked up into the hairpin and ran squarely into the back of Sutton.

That was it in terms of action at the front, but the scrapping had allowed Stephen Jelley (WSR BMW 330e M Sport) and Gamble (Ciceley) to make it a five-car train for the lead.

Hill was able to eke out his lead and was 3.4s clear at the end, which wasn't representative of just what a tough battle it had been.

"I was cautious at the beginning, because I didn't want to lock up," explained Hill afterwards. "It got a bit feisty between Ash and I. We raced hard, but I would say it was fair too. He shoved me out of the way a few times and I did it back to him too."

"My engineer came on the radio to me and told me to calm down, which is exactly what I did and it reaped the rewards. Once I got the lead back, I refocused and was able to pull away. The car was superb."

Sutton, for his part, was pleased with another podium finish – his seventh of the year – but felt that he had been a pinball for the BMW onslaught. "I think I need a chiropractor after that one," he quipped. "First Jake hit me and then there was a big hit from Colin, and that knocked the suspension out a bit on the rear of the car. From then on, I knew it would be able taking what I could and I concentrated on keeping Colin behind me."

Turkington was pleased with third and promised car improvements for the second encounter and he was followed

over the line by Jelley. Behind Gamble in fifth was points leader Ingram in the Excelr8 Motorsport Hyundai i30N following a subdued run.

The dogfight for the positions in the lower half of the top 10 was only resolved with a lap-and-a-half to go as Gordon Shedden powered his Team Dynamics Honda Civic Type R past his brother-in-law Rory Butcher in the Speedworks Motorsport Toyota Corolla to grab seventh place. They had been holding each other up and that had allowed Dan Cammish (Motorbase Performance Ford Focus) and Ricky Collard (Speedworks Motorsport Toyota Corolla) to fancy their chances too, but to no avail.

The drive of the race came from Ciceley Motorsport BMW 330e M Sport man Adam Morgan. He was due to blast off from row two, but a throttle body problem on the warm-up lap consigned him to a pitlane start. He sliced up the order until he reached 14th placed Josh Cook (BTC Racing Honda Civic Type R). After some robust exchanges, Morgan made a move stick with a handful of laps to go to rescue two points.

Race 2

If Hill had experienced the elation of victory in race one, his heart sank on lap five of the second encounter. Grabbing just a slice too much pace as he approached the chicane, the black BMW wobbled slightly on the exit and dragged him into the gravel for a good 50 yards.

Sutton, who was just over half a second behind at the start of that lap, pounced for the lead down the inside as Hill collected himself.

"I am annoyed," said Hill, who would go on to finish as the runner-up after a mid-race place swap with team-mate Turkington after another error at the chicane. "The car just wasn't the same through the chicane and I was struggling. I am not sure that happened, but we will certainly have to look into it. It wasn't how I was able to go through the

chicane like I had previously."

Remarkably, it was Sutton's first victory of the season and although he accepted the gift as Hill slipped up, he was delighted with his performance. Controlling the gap in the middle portion of the race meant that he was able to preserve his rubber, but it still fell off a cliff at the end of the 26 laps.

"The tyres were degrading and we actually lost the rear grip, rather than the front, but that made things quite tense. I knew I was quicker than the others through the chicane, so I gave it full send there on every lap but I was hanging on at the end."

He was certainly hanging on on the run from the hairpin to the finish line. Hill was ready to pounce as the Focus lost its traction, and he was side-by-side on the dash to the flag. There was brief side-to-side contact. They just managed to make it to the line in a forward direction...

Turkington tenure of second place, which he grabbed on lap 18, only lasted two laps as there was one of those rare moments: an error from the Norther Irishman. He went in too deep to Duffus Dip and Hill jumped ahead to restore the previous order.

"I was limited by the rear axle in terms of grip and I was hanging it out a bit. The rear didn't stop sliding at the top of Duffus on that lap and I had to use the escape road."

Beyond the top three, Ingram used an ambush attack on Jelley at the end of the opening lap – just before the safety car flags flew for a shunt among the backmarkers – to jump up to fourth spot and had a lonely race but was nevertheless glad to bank more points.

Jelley didn't have the grip of his team-mates and became something of a cork in the bottle. Shedden was the first to prise an opening over the start-finish line, and that started a chain reaction and Butcher and Gamble were also able to jump the WSR machine.

The battling among that foursome had allowed Cammish to close in, but he was unable to work his way through the train. Tom Chilton (Excelr8 Motorsport

Photos: Jakob Ebrey

Hyundai i30 N) rounded out the top 10 and was another who had a lonely event. Gamble was delighted when his number was picked out of the reversed grid bowl by double champion John Cleland, but the home crowd was even happier: it put Butcher on the front row and Shedden in third for the finale.

The one who wasn’t so pleased was four-time 2022 race winner Cook, who could only muster a 13th place finish as he bemoaned a lack of straight-line speed from the Honda Civic Type R.

Race 3

From pole, Gamble knew that he had a golden opportunity to scorch to his maiden BTCC win in the meeting closer. Those changes improved dramatically as the pack reached McIntyres on the opening lap.

An aggressive Ingram, from fourth on the grid, tried to go down the inside of third-placed Shedden into the right-hander, but he was half on the grass and couldn’t slow down. It fired him well into the gravel and delayed Shedden significantly.

That meant Gamble only really had the feisty Butcher to watch out for. The Toyota man was pushing hard over the opening laps when Gamble’s tyres were still cold, but he couldn’t make a move stick.

As the Goodyear’s started working properly, Gamble was able to push out his advantage by a few tenths each lap to power to his breakthrough win.

“That was about as perfect a race as you could ask for,” said the victor. “From pole, I was comfortable and my laps times were really consistent. The car was great. I didn’t think I had it in the bag, but I was concentrating really hard over the final few laps and trying not to make any stupid mistakes. What a feeling...”

Butcher’s attack for the lead soon turned into defence. Turkington was filling his rear-view mirrors, but seemed unwilling to make a risky pass. The call came from the pitwall and Turkington moved aside to let the sister MB Motorsport car of Hill into third place. Hill set about the Corolla and made a move stick going into Duffus Dip with two laps remaining.

His second place, allied to his earlier results, meant he was the biggest points scorer across the three races.

“The car was back to how it should have been in the last race,” he beamed afterwards. “I could attack the chicane again and so that gave me my mojo back. I have to say a big thanks to the team and Colin for letting me through to have a go at Rory, and it worked. It is smiles all around.”

Even after Hill had demoted Butcher, Turkington still couldn’t find a way around the Speedworks machine. Butcher was pointing at a lack of straight-line speed as being one of his concerns, but the son of the circuit owner knows how to defend around the 1.3-mile track. He backed up Turkington to such a degree that Sutton loomed large in the mirrors over the closing stages, although Ford man could not make an impression either.

Shedden recovered for sixth place and he crossed the line ahead of Jelley and Cook, who had at least salvaged something from his weekend.

Ingram’s comeback to 12th after his earlier spill at least earned him a handful of points, but his position at the head of the table has gone.

The power-sapping straights of Snetterton await the BTCC field next, and it is a track where the BMWs are likely to shine again.

This will have the likes of Sutton and Ingram firmly looking over their shoulders in Norfolk.



George Gamble broke his victory duck with controlled race three win



Gordon Shedden had a competitive weekend with three top 10s

SUPPORT RACES

Ronan Pearson enjoyed a dream weekend in the Mini Challenge as he made home advantage count to score a dominant double, much to the delight of those trackside.

The Scotsman was in a league of his own on Saturday as he claimed pole position before charging to a pair of lights-to-flag victories. In Sunday’s reverse grid encounter, Pearson just missed out on a hat-trick as Alex Denning won a safety-car affected race.

The British F4 Championship had its fair share of drama over the course of the weekend.

Joseph Loake became the ninth different winner of the season in a pulsating first race before Georgi Dimitrov and Ugo Ugochukwu came to the fore, winning races two and three on Sunday.

There was a family story in the Ginetta GT4 Supercup as James Kellett continued his relentless winning streak. Arriving at the Fife venue with a 100% unbeaten record, the Century Motorsport ace was perfection personified.

Storming to pole position in qualifying, the 24-year-old didn’t put a wheel wrong in race one to triumph before repeating the feat in a

dramatic race two, which featured a stoppage and a late safety car period. However, Kelett was later excluded for mid-race contact with Aston Millar, which handed the win to Wes Pearce.

The Ginetta Juniors served up a feast of edge-of-the-seat entertainment and a first-time winner. Scholarship winner Maurice Henry soaked up the applause in race one after holding his nerve to win a shortened opener.

Points leader Josh Rowledge then came to the fore in races two and three as he produced two carbon copy performances to triumph, despite fending off late charges in both.

Rounding out the weekend’s action in Scotland was the latest chapter of the Porsche Carrera Cup GB. Century Motorsport’s Gus Burton produced a flawless performance in race one after a multi-car crash took place on the start-finish line.

Adam Smalley had looked on course to claim the spoils in race two before being hit with a five-second time penalty in the latter stages.

Despite taking the lead as the lights went out and holding on to top spot, the censure dropped him to second behind Will Martin.

Chris Ashby

RACE WINNERS		
■ Mini Challenge Trophy Races 1 & 2: Ronan Pearson (Excelr8 Motorsport); Races 3: Alex Denning (Graves Motorsport)	Dimitrov (JHR Developments); Race three: Ugo Ugochukwu (Carlin)	■ Ginetta Junior Race 1: Maurice Henry (Fox Motorsport); Race 2 & 3: Josh Rowledge (R Racing)
■ British F4 Championship Race 1: Joseph Loake (JHR Developments); Race 2: Georgi	■ Porsche Carrera Cup GB Race 1: Gus Burton (Century Motorsport); Race 2: Will Martin (Richardson Racing)	■ Ginetta GT Supercup Race 1: James Kellett (Century Motorsport); Race 2: Wes Pearce ((Breakall Racing)



Joseph Loake was the star of the opening Formula 4 encounter



Rory Butcher was under attack for much of the weekend’s finale

RESULTS

BTCC Knockhill
Round 16
Laps: 24 Track: overcast but dry

	DRIVER	TEAM/CAR	TIME
1	Jake Hill (5)	MB Motorsport BMW 330e M Sport	20m52.156s
2	Ash Sutton (4)	Motorbase Performance Ford Focus ST	+3.640s
3	Colin Turkington (3)	WSR BMW 330e M Sport	+3.784s
4	Stephen Jelley	WSR BMW 330e M Sport	+5.979s
5	George Gamble	Ciceley Motorsport BMW 330e M Sport	+6.363s
6	Tom Ingram (1)	Excelr8 Motorsport Hyundai i30 N	+6.933s
7	Gordon Shedden (7)	Team Dynamics Honda Civic Type R	+13.008s
8	Rory Butcher (6)	Speedworks Motorsport Toyota Corolla	+13.984s
9	Dan Cammish	Motorbase Performance Ford Focus ST	+14.242s
10	Ricky Collard	Speedworks Motorsport Toyota Corolla	+14.381s

11 Tom Chilton (Excelr8 Motorsport Hyundai i30 N) +15.296s; 12 Bobby Thompson (Team Hard Cupra R) +16.120s; 13 Aiden Moffat (Laser Tools Racing Infiniti Q50) +21.591s; 14 Adam Morgan (9) (Ciceley Motorsport BMW 330e M Sport) +18.220s; 15 Josh Cook (2) (BTC Racing Honda Civic Type R) +21.591s; 16 Aron Taylor-Smith (Team Hard Cupra R) +23.599s; 17 Sam Osborne (Motorbase Performance Ford Focus ST) +34.493s; 18 Rick Parfitt (Team Hard Infiniti Q50) +34.803s; 19 Dan Lloyd (8) (Excelr8 Motorsport Hyundai i30 N) +36.371s; 20 Dexter Patterson (Laser Tools Racing Infiniti Q50) +37.039s; 21 Ollie Jackson (Motorbase Performance Ford Focus ST) +38.259s; 22 Will Powell (Team Hard Cupra R) +41.273s; 23 Jade Edwards (BTC Racing Honda Civic Type R) +37.039s; 24 Nic Hamilton (Team Hard Cupra R) +48.873s; 25 Ash Hand (Power Maxed Racing Vauxhall Astra) -2 laps; 26 Michael Crees (Power Maxed Racing Vauxhall Astra) -2 laps; 27 Jason Plato (BTC Racing Honda Civic Type R) -2 laps; 28 Daniel Rowbottom (10) (Team Dynamics Honda Civic Type R) -3 laps; R Jack Butel (Excelr8 Motorsport Hyundai i30 N) 5 laps/contact-damaged water pump belt. **Pole position:** Hill 50.726s (89.91 mph). **Winner’s average speed:** 87.42mph. **Fastest lap:** Hill 51.316s (88.88mph). **Lap leaders:** Hill 1; Sutton 2-8; Hill 9-24.

Round 17: 26 laps Track: dry

	DRIVER	TIME
1	Sutton (2)	23m53.655s
2	Hill (1)	+0.141s
3	Turkington (3)	+0.758s
4	Ingram (6)	+3.969s
5	Shedden (7)	+10.196s
6	Butcher (8)	+11.269s
7	Gamble (5)	+11.567s
8	Jelley (4)	+12.425s
9	Cammish (9)	+14.629s
10	Chilton	+15.318s

11 Collard (10) +18.137s; 12 Moffat +19.450s; 13 Cook +22.533s; 14 Patterson +22.896s; 15 Rowbottom +23.750s; 16 Taylor-Smith +25.655s; 17 Osborne +29.407s; 18 Morgan +30.007s; 19 Crees +30.682s; 20 Edwards +36.071s; 21 Jackson +37.311s; 22 Lloyd +37.647s; 23 Butel +39.048s; 24 Hamilton +45.603s; 25 Parfitt -1 lap; 26 Plato -2 laps; R Hand 21 laps/damage; R Thompson 12 laps/damage-puncture; R Powell 1 lap/damage. **Winner’s average speed:** 82.71mph. **Fastest lap:** Turkington 51.370s (88.78mph). **Lap leaders:** Hill 1-4; Sutton 5-26.

Round 18: 24 laps Track: dry

	DRIVER	TIME
1	Gamble (7)	20m52.392s
2	Hill (2)	+4.332s
3	Butcher (6)	+7.357s
4	Turkington (3)	+7.883s
5	Sutton (1)	+8.503s
6	Shedden (5)	+8.971s
7	Jelley (8)	+9.143s
8	Cook	+13.901s
9	Chilton (10)	+16.515s
10	Moffat	+18.437s

11 Morgan +19.101s; 12 Ingram (4) +19.984s; 13 Rowbottom +20.503s; 14 Taylor-Smith +27.955s; 15 Collard +28.245s; 16 Crees +29.029s; 17 Hand +29.842s; 18 Lloyd +30.541s; 19 Plato +31.510s; 20 Thompson +32.591s; 21 Jackson +40.101s; 22 Butel +40.352s; 23 Osborne +40.653s; 24 Edwards +43.273s; 25 Parfitt +51.425s; 26 Powell +52.814s; R Hamilton 18 laps/transmission; R Patterson 11 laps/damage – black-and-orange flag; R Cammish (9) 0 laps/accident. **Winner’s average speed:** 87.40mph. **Fastest lap:** Hill 51.410s (88.72mph). **Lap leaders:** Gamble 1-24. * = 7.5s penalty for contact

Laps without hybrid: (1) = 15; (2) = 13; (3) = 11; (4) = 9; (5) = 7; (6) = 5; (7) = 4; (8) = 3; (9) = 2; (10) = 1; all others have full usage

Drivers standings

POS	DRIVER	POINTS
1	Colin Turkington	227
2	Tom Ingram	222
3	Ash Sutton	221
4	Jake Hill	213
5	Josh Cook	204
6	Rory Butcher	170
7	Gordon Shedden	162
8	Dan Lloyd	131
9	Adam Morgan	108
10	Stephen Jelley	107

11 Dan Cammish 100; 12 George Gamble 95; 13 Dan Rowbottom 94; 14 Tom Chilton 62; 15 Bobby Thompson 60; 16 Aiden Moffat 58; 17 Jason Plato 36; 18 Ricky Collard 35; 19 Ash Hand 34; 20 Michael Crees 27; 21 Aron Taylor-Smith 24; 22 Ollie Jackson 9; 23 Dexter Patterson 3; 24 James Gornall 2; 25 Sam Osborne 1; 26 Jade Edwards 1.

Independents Trophy

POS	DRIVER	POINTS
1	Josh Cook	312
2	Adam Morgan	235
3	George Gamble	220
4	Bobby Thompson	210
5	Aiden Moffat	205
6	Jason Plato	162
7	Aron Taylor-Smith	161
8	Ash Hand	145
9	Michael Crees	142
10	Dexter Patterson	109

11 Jade Edwards 105; 12 Nic Hamilton 90; 13 Rick Parfitt 60; 14 Will Powell 54.

RACING REPORT

Photos: Motorsport Images

LONDON E-PRIX: EXCEL BY SAM SMITH

JULY 30-31

DENNIS LANDS HOME WIN



Andretti's Jake Dennis was the form man



Saturday was a perfect score for the hometown hero Dennis with a superb drive

Jake Dennis largely dominated the London EPrix at the unique inside and out ExCeL Arena last weekend, scooping a double pole, a win and a second place haul.

The Andretti driver was almost untouchable on the streets of east London as he reprised his 2021 victory and more in a weekend when he was the toast of the capital.

Dennis took an unassailable clean sweep from the first race day sealing maximum points with pole position, fastest lap and the race win.

Stoffel Vandoorne crossed the line second in a race where all he had to do was finish, and he started to optimise on the misfortunes of his championship rivals – Edoardo Mortara, Mitch Evans and Jean-Eric Vergne.

They all failed to progress through to the group stages of qualifying, meaning Vandoorne knew before the start of the race that his closest rivals were at best seven places behind him on the grid.

That was exacerbated at the start when Mortara and Vergne tangled in a first-corner incident that put both out of contention. They both eventually saw the chequered flag, but Mortara finished a distant 18th, while Vergne fared only a little better in 13th.

Their non-scores ensured that Vandoorne and Evans were able to capitalise as Jaguar driver Evans optimised his Attack Mode boosts via a clever strategy, Evans reduced the damage from a bad qualifying to finish sixth on the road.

This was promoted to fifth after a post-race penalty for Nyck de Vries was imposed as the reigning champion was sanctioned for overly defensive moves while engaged in a battle with the Envision Audi of Nick Cassidy.

The Kiwi was eventually granted third place after de Vries' penalty, which came some time

RESULTS			
Race 1 (37 laps)			
POS	DRIVER	TEAM	TIME
1	Jake Dennis	Andretti	46m56.557s
2	Stoffel Vandoorne	Mercedes-EQ Formula E Team	+2.223s
3	Nick Cassidy	Envision Racing	+12.663s
4	Oliver Askew	Andretti	+14.904s
5	Mitch Evans	Jaguar TCS Racing	+17.128s
6	Nyck de Vries	Mercedes-EQ Formula E Team	+17.367s
7	Antonio Felix da Costa	DS Techeetah	+17.733s
8	Max Gunther	Nissan e.dams	+22.067s
9	Lucas di Grassi	Venturi Racing	+32.139s
10	Pascal Wehrlein	Porsche Formula E Team	+34.347s

Pole position: Dennis Fastest lap: Dennis 1m14.429s (64.4mph).

RESULTS			
Race 2 (38 laps)			
POS	DRIVER	TEAM	TIME
1	Lucas di Grassi	Venturi Racing	49m28.805s
2	Jake Dennis	Andretti	+3.191s
3	Nyck de Vries	Mercedes-EQ Formula E Team	+4.508s
4	Stoffel Vandoorne	Mercedes-EQ Formula E Team	+10.358s
5	Antonio Felix da Costa	DS Techeetah	+13.946s
6	Sebastien Buemi	Nissan e.dams	+20.399s
7	Robin Frijns	Envision Racing	+20.850s
8	Sam Bird	Jaguar TCS Racing	+26.748s
9	Sergio Sette Camara	Dragon/Penske Autosport	+28.913s
10	Pascal Wehrlein	Porsche Formula E Team	+29.685s

Pole position: Dennis Fastest lap: di Grassi 1m14.446s (64.43mph)

after a five-second penalty was applied to the de Vries' finishing time.

Winner Dennis's Avalanche Andretti team-mate Oliver Askew took fourth place in easily the best performance of his rookie season in Formula E. The American headed home Evans and the penalised de Vries who was classified sixth.

Antonio Felix da Costa, Max Gunther, Lucas di Grassi and Pascal Wehrlein completed the top 10.

Sunday's race appeared to be a mirror image of Saturday's as Dennis again laid waste to the opposition with a sensational pole position performance in his BMW-powered Andretti entry.

But this time Dennis would not have it his own way in the race as fellow front-row starter Lucas di Grassi applied pressure in a fascinating game of strategic cat and mouse.

Unlike the previous day's race, the second encounter had three hits of the attack mode boost. This generated a key battle

between Dennis and di Grassi with the pursuing Venturi Mercedes stalking hero Dennis for much of the afternoon.

The pressure told in the second phase of the race when di Grassi's pressure caused the Andretti team to revert to their Plan B and Dennis delayed his last boost. This didn't work however as di Grassi maintained his pace and expertly used his superior energy management to exert an advantage that told when Dennis peeled off-line for the mandatory last boost.

But Dennis was unable to haul in di Grassi who then proceeded to control the race and take his first victory since the final event of 2021 in Berlin.

Behind the leading pair there was drama as de Vries claimed the last step of the podium. But he did so by defying a late team directive to let team-mate Vandoorne through in a botched attempt to maximise the latter's title advantage.

De Vries was in a comfortable third but was suffering with a



Di Grassi piled on the pressure with great strategy in the second race of the weekend



Aspill hurt Vergne's chances in race one

broken damper when the call was made.

It came just after Vandoorne's main title rival Evans retired his Jaguar after a suspected inverter problem. Evans had experienced what he described to Motorsport News as "some strange behaviour for a couple of laps."

"We were trying to fix it with some changes and I thought

we'd got on top of it but unfortunately the car switched off going into Turn 9 and I had to do a power cycle to reset everything," he said.

"But there was something bigger so I couldn't actually continue and at that point I'd fallen down so many places. It seems an inverter has failed which is not great."

Da Costa took fifth behind

Vandoorne who left London with a significant 36-point advantage over the unfortunate Evans.

Sebastien Buemi took some rare points for Nissan in sixth ahead of a subdued Ronin Frijns, while Sam Bird claimed eighth despite racing with a broken bone in his hand the legacy of a first-lap incident.

RACING REPORT

Photos: Mick Walker

OULTON PARK GOLD CUP: HSCC BY PAUL LAWRENCE

JULY 29-31



Martin (l) battled with Wilson (18)



Andy Southcott took Special Saloons and Modsports

MARTIN TAKES HGPCA AFTER TOPPING TRULY SUPERB BATTLE WITH WILSON

Two magnificent HGPCA races were the headliners at Oulton Park and the famous Gold Cup was presented to Charlie Martin as the aggregate winner in his Cooper T53.

On Saturday on a damp track, it was Andy Willis in the ex-Graham Hill BRM P48 who scored a mighty victory. Willis had to work hard early on as Sam Wilson (Lotus 18) made up for in commitment what the 1.5-litre Lotus lacked against the 2.5-litre BRM. As the track dried the gap grew and Willis went away clear. Wilson then had to fend off Andy Middlehurst in Jim Clark's Lotus 25, with Martin back in fourth.

On Sunday, on a dry track, Willis was out early. Twice on the opening lap the BRM snapped sideways under braking, and Willis wisely

retired rather than take any further risk.

Instead, the race was a wonderful battle between Martin and Wilson and it was always in doubt as they threaded through traffic. Martin generally had the upper hand as the Cooper had the power advantage, but Wilson battled hard and squeezed briefly ahead on the final lap. Determined to get through Hislops faster than ever for a chance of staying ahead up Clay Hill, Wilson just went too hot into Knickerbrook and ran ride, which was all that Martin needed to dive back ahead.

Despite a modest grid, the two Aurora Trophy races were crackers as Neil Glover played a central role. On Saturday he had to race hard to fend off the F2 Chevron of Mike Bletsoe-Brown until the F5000

Chevron B37 consumed its clutch and left Bletsoe-Brown to win. On Sunday, Glover went from the back and scythed his way through the two-litre cars to seize victory. In his wheel tracks, Wilson jumped into Will Tompkins' March 732 at short notice and, though racing it for the first time, stormed through to grab second from Bletsoe-Brown.

A superb grid for the CSCC Special Saloons and Modsports races wowed the crowd, but it was the MG Midget of Andy Southcott that had the legs of all the more exotic machinery to score two victories. Southcott's rivals included Danny Morris (Peugeot 309) and Simon Allaway (Lotus Esprit). Later it was the rebuilt Honda CRX of Tom Carey that led the chase of the flying Midget.

A blistering opening stint from

Nigel Greensall set up a Master's Gentlemen Drivers victory for the TVR Griffith he shared with owner John Spiers. The other Masters race for pre-'66 Touring Cars provided a clear victory for Dan Williamson in the only American V8 in the grid of Lotus Cortinas and Minis.

For the second time this season, Steve Nuttall won a Guards Trophy race in slippery conditions, moving his Chevron B8 well clear, while Richard Wilson's glorious Maserati 250S was the class of the Griffiths Haig Trophy races. Horatio Fitz-Simon was peerless in Formula Junior as he scored two emphatic victories in his Lotus 22. Finally, in two VSCC races Sue Darbyshire won the first in her Morgan before Tom Walker beat Justin Maeers in a battle of the aero-engined monsters.

RACE WINNERS			
Guards Trophy Steve Nuttall (Chevron B8)	Griffiths Haig Trophy Races 1 & 2: Richard Wilson (Maserati 250S)	Historic Formula 2 Races 1 & 2: Matt Wrigley (March 782)	Jack Sears Trophy David Dickenson (Ford Lotus Cortina)
HGPCA Pre '66 Grand Prix Cars Race 1: Andy Willis (BRM P48); Race 2: Charlie Martin (Cooper T53)	Aurora Trophy Race 1: Mike Bletsoe-Brown (Chevron B27); Race 2: Neil Glover (Chevron B37)	Masters Gentleman Drivers Nigel Greensall/John Spiers (TVR Griffith)	Formula Junior Races 1 & 2: Horatio Fitz-Simon (Lotus 22)
		Special Saloons and Modsports Races 1 & 2: Andy Southcott (MG Lenham Midget)	VSCC Egerton Cup Sue Darbyshire (Morgan Super Aero)
		Masters Pre '66 Touring Cars Dan Williamson (Ford Falcon)	VSCC Range Trophy Tom Walker (Amilcar Hispano Special)

HISTORIC FORMULA 2

Double strength for Wrigley amid F2 battlers

Matt Wrigley was the class of the Historic Formula 2 field at the Gold Cup with two stylish performances in his ex-Rad Dougall March 782. In both races, he was chased home by the earlier March 742 of Mark Dwyer as the period F2 cars delivered a great sight and sound.

In the damp of Saturday, it was young Samuel Harrison who starred in his Formula Atlantic Lola T240. Harrison made full use of the slippery track to reduce the impact of his power deficit and challenge Wrigley early on and then run second until late in the race when a loose rear wheel

slowed his progress. Harrison still bagged third behind Dwyer before the ever improving Chris Porritt put his Atlantic Chevron B29 up into fourth position.

Out on the first lap on Saturday went Matthew Watts after a whack from behind for his Martini MK19. He started

from the back on Sunday and raced hard to move through to third overall, edging the rapid Martin Wood back to fourth in his March 782 as Harrison posted an early retirement in the restarted race.

Two more class wins for Frenchman Robert Simac took him closer to another HF2 title.



Mike Wrigley took his March to a pair of F2 wins

JACK SEARS TROPHY

Dickenson takes Ford Cortina gold in the tin-tops

David Dickenson was the class of a mighty Jack Sears Trophy pre-'66 Touring Car field but had to work hard to see off the Minis of Michael Cullen and Ben Colburn after a tardy pitstop.

A wet qualifying session left the grid shuffled but P2 was good enough for Dickenson to launch his challenge for a first

major win in his Lotus Cortinas.

Sure enough the former Renault Clio racer was quickly into his stride and was clear of Colburn, Cullen and the rest of the shuffling Lotus Cortina pack within a couple of laps.

The track continued to dry quickly and allowed the faster cars to battle through but

Dickenson led by seven seconds in the run up to the pitstops. However, a sluggish stop allowed both of the Minis to get ahead and when Dickenson rejoined he had a battle on his hands.

Both Cullen and Colburn were on the limit in their Minis and Dickenson had to work

hard to squeeze ahead, though he was helped when Colburn had a big grassy moment at Hislops. That ensured Cullen was the best of the Minis while into fourth with a stirring final stint by Dan Cox came the Cortina he was sharing with owner Mike Gardiner.



David Dickenson fends off the Mini of Michael Cullen

FEATURE

RICHARD DUTTON

WE CONCENTRATE ON GETTING THE BEST OUT OF YOUNG DRIVERS

The prolific junior single-seater boss with a star-studded alumni tells **Graham Keilloh** the secrets of his success at Fortec Motorsports



Dutton has aided many young stars

They say the proof of the pudding is in the eating. And on this basis surely few can point to their achieved outcomes as evidence of their effectiveness as confidently as Richard Dutton, boss of prolific frontrunning junior single-seater squad Fortec Motorsports and prior to that of Richard Dutton Racing.

Dutton makes clear that taking young drivers and developing them to be ready for the sharp end of top-level international competition is his and his team's passion and core activity. And to list some of the driver names that Dutton has helped on their way is an extraordinary exercise: Charles Leclerc, Juan Pablo Montoya, Daniel Ricciardo, Stoffel Vandoorne, Marcus Ericsson, and several others even over and above these.

In 2012 Fortec ran some 23 drivers across six racing formulae at home and abroad, including taking Robin Frijns to the drivers' championship in the direct Formula 1 feeder contest the Formula Renault 3.5 Series. Also, in 2015, Fortec took that series' teams' and drivers' championship double with Oliver Rowland at the wheel.

Fortec today squad concentrates on British championships GB3 and GB4 – and is in the thick of the title fight in both. Up until last year it raced in British Formula 4 too, and this is considered very much a temporary absence.

As we also discover, as he took time out of his schedule to answer our questions, there's much more to Dutton even than all this. So let's start at the beginning.

Question: Where did your passion for racing start?

Stewart Lewis

Via email

Richard Dutton: "My passion for racing started when I was about 14 years old, I cycled to Mallory Park on my push bike which was 16 miles I think from the house, I think I climbed over the fence and watched Jim Clark and [Graham] Hill in Lotus Cortinas and I was just blown away and I decided that at that time I had to be a racing driver.

"And there was a guy on my paper round I'd seen had got a Formula Junior car in the garage and I asked if I could come and help them work on the Formula Junior car when I was 15 years old, and then I went to do my engineer apprenticeship at BPG Engineering because the driver owned that engineering company. So it really

Photos: Jakob Ebrey, Motorsport Images, Paul Lawrence



started there where I was working on racing cars when I was at school in the evenings and then I left school and did my engineering apprenticeship and I had the opportunity to work on racing cars there and that's where it all started."

MN: Am I right in thinking in your early days as well it was two wheels rather than four that you were racing on?

RD: "Yeah I did some Formula Ford races for BPG Engineering when I was I think 19, there was no way that I could afford it so I switched to motocross and I raced motocross until 1973 and then I went back to Formula Ford in '74, but it was for financial reasons I switched to two wheels."

MN: So why did you decide to switch back to four?

RD: "Oh it's because that's what I wanted to do, it was just purely financial reasons that I did motocross because I just didn't have the money to race on four wheels. I didn't really have the money to race Formula Ford but I found ways of doing it and I did get help from [famous

engine builder] Neil Brown which was with engines which did help me an awful lot which allowed me to race in Formula Ford, Formula Ford 2000. When Formula Ford 2000 started Neil gave me two engines so it was the only way I could go racing at that time."

MN: How much success did you have in your own racing?

RD: "I was a frontrunner most probably but I never went testing, I never did a bunch of testing or practicing so it was difficult. Most probably I'd be running at the front end but I didn't win any championships at that time because I didn't do all the races, I was coming in and out of races where I could afford it, that's how I raced at that time."

"But then I set up the team [Richard Dutton Racing] in '76, '77, originally to fund my racing but then I found that I enjoyed winning races with other people more than I enjoyed winning races myself, so that's when I stopped racing and started running the team."

Question: How did the transition from running yourself to running other drivers happen? It seems things grew pretty quickly from there?
Alex Smith
Via email

RD: "Yeah they did and I really enjoyed bringing drivers who weren't frontrunners, they were maybe back-of-the-grid guys and if I could get them to go on to win championships I got a lot out of that. And that's why I guess I stopped because I was enjoying doing that more than racing myself at that time."

MN: Did it occur to you fairly quickly that running others was something you could do as a profession as well?

RD: "Well it ended up being a profession

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Dutton believes that 2020 British F4 champion Browning is "probably the best young talent in the UK"

"We know what young drivers need to be successful"

Richard Dutton

FEATURE

but, at the time, I did it originally to fund my racing but I do enjoy seeing people progress and all the people I worked with in the late '70s, early '80s, all progressed from going to being mid pack or lower to winning championships [which] was very rewarding and that's why I carried on doing it. There was times I could have gone back to driving but at the time I was enjoying running other people so I just stayed doing that."

Question: What's more important in a driver: outright pace or attitude?
Michael Callander

Via Twitter

RD: "I think that it's important to have both. Outright pace on its own isn't enough, you need to have everything. You've got to have a really good attitude and you've got to have the pace. Natural drivers really need to work hard so really you need the overall package, it's not just one thing, one thing isn't good enough for a current driver. You need to have everything in place."

MN: So how often would you say you get the full package, how often did you encounter drivers that maybe have the pace but not the attitude or vice versa?

RD: "Yeah that happens quite a bit but I think that we try and underpin a driver's weaknesses, so some drivers are really good in some areas but they struggle in other areas so we try and underpin the areas that they are weak on and work on those areas to try to get the overall package complete."

MN: Do you tend to find drivers are willing to work on their weaknesses or do some tend to be quite resistant to the idea?

RD: "Yeah that's a good question because the ones who don't want to work on their weaknesses are the ones who don't make it. The ones who are open to work and listen are the guys go on to succeed. It's very important that they are open for criticism and if they're not they will struggle."

Question: Who was the greatest driver that you ran?

Matt James

Via email

RD: "That is really hard because we've had some amazing drivers come through and a lot of the drivers that have come through they grow at different rates, so going back to Montoya's day he was special at that time, before that Bertrand Fabi was special at that time."

"But if I have to answer who is the most complete driver that we've run it would have to be most probably Charles Leclerc. But after saying that we've run some fabulous drivers: Frijns, Rowland, Vandoorne, [Heikki] Kovalainen, they are all really really good. But most probably Charles just has that little bit, he's very strong mentally and there wasn't really any areas that we had to work on with Charles."

"He just needed track time and he



Leclerc had no areas to work on for Dutton

just went quicker and quicker."

MN: Is there anyone that you've ran that you look at as really talented but for budget or circumstances reasons or whatever they didn't make it in the end?

RD: "I'd have to say that Oliver Rowland was a massively talented driver, and he for whatever reason didn't make it which is a shame because he was most probably one of the most natural of all the drivers. But he perhaps didn't put the effort into some of the areas that he perhaps needed to where someone like Charles Leclerc would be, you'd only have to point something out to him and he would immediately deal with it and he was very open for help whereas some drivers don't take it so well."

"We could carry on naming so many great drivers, I mean Daniel Ricciardo was immediately, he had a natural speed and so lovely to work with. There is so many stand-out drivers, so many great drivers to work with so it's very hard to say which one was the best."

Question: What is one thing that junior formula championships should improve on and why?

Joel

Via Twitter

RD: "The junior formula championships in the UK have definitely raised their act and I think that comes from a lot from the equalisation of engines in the lower formulas, and I think now we're now

seeing in all the lower formulas the engines are very very equal and that is making the British championships stronger."

"But the thing that we can go a bit further, I think that some of the officials need to look at themselves. We want consistency because we [are doing] driver training and a lot of the officials just want to punish the drivers and we're trying to train drivers to do things correctly and it's really important that stewards are consistent in what they do and it's the consistency that I think has lacked a bit in the junior formulas."

"As the formulas seem to be getting stronger and more professional I think we need just to raise the act with some of the stewarding that goes on because as long as they're consistent it's much easier to teach a driver what's correct and what's not correct but if they're not consistent they get confused. [But] I think that the junior formulas especially the UK are in a good place."

MN: So what sorts of areas do the stewards tend not to be consistent, just things like punishing collisions?

RD: "Yeah that's it, one week it'll be one penalty for the same incident, you go week to week and they're not always the same penalties given out and it confuses the young drivers a bit and they get a bit lost on what's correct and what's not correct."

MN: Something a lot of people say as

well is that the junior ladder internationally is quite fragmented, what do you think about that?

RD: "Well it is, there is too many championships in my opinion, and drivers can get lost in which way they go. But I think that now we've got a bit of a ladder in Great Britain with GB4 being most probably where they should come out of karting then go on to FIA Formula 4 and then go onto Formula 3 and if they're successful through those lower formulas they'll then go on to FIA Formula 3."

"So the ladder, it's easier to work out where the young driver should go but in Europe there are so many different ways of going I think it's a bit confusing for a lot of drivers."

Question: Do you ever have plans to expand into FIA F3 or FIA F2 and join teams like Carlin and Hitech GP?

Nat

Via Twitter

RD: "Well we have come from European F3 and we have enjoyed the World Series for many years which was most probably producing more drivers in Formula 1 than F2 or GP2 as it was called at the time."

"We've downsized from having eight teams now down to three teams, we're currently only running two teams, we'll switch back to three teams within the FIA Formula 4 later in the year, so we



Dutton these days enjoys historic racing with Neil Brown

"Charles Leclerc is the most complete driver we have run"

Richard Dutton



Fortec got Formula Renault 2015 double

just concentrate on three teams rather than running eight teams, we can do a much better job.

“Basically the bigger teams are running so many categories they can’t put the effort in to the young drivers as we can, we can really concentrate on getting the best out of the young drivers because we’re smaller than we used to be. And we really enjoy working with young drivers and that’s really where we’re currently focusing on so that’s where we’re going to continue to focus and at this point we have no intention of going to FIA F3 or F2, we sold our F2 entry to Russian Time.

“And we operate very much a family business and a family atmosphere for all the team and for now we’re just concentrating on developing young drivers and when they’re ready to go on to Formula 3 or Formula 2 that’s great and off they go, but we pride ourselves currently on getting the young drivers from karting and ready for the European or the international scene.”

MN: So is that why you as a team made the transition from running in international series to running in British series, did you just feel it was better to focus that way or was it more circumstance?

RD: “No it was a deliberate move to downsize and just concentrate on what we enjoy doing and we enjoy bringing on young drivers more than going racing with the Formula 1 package. To us it’s

much more satisfying winning races with young drivers who have come to us with no experience at all and then winning races or winning championships, that’s what we’re about now. It’s focusing on the young drivers and we have a great facility for young drivers inasmuch as we’ve got the gym and the simulator, it’s all set up with all the circuits so we can really concentrate on making the younger drivers blossom very quickly.”

Question: What would you say is the secret of your success as a team and as a team boss?

Charles Dixon
Via email

RD: “Well I guess early on I was just working harder most probably than most people, but was we’ve moved on from Richard Dutton Racing in the ’70s and ’80s, [to] in the ’90s taking over Fortec it was really the people. I was lucky enough to have some really good people around me and that really worked. I worked hard on getting the best people I could get to work for us and soon it became quite obvious that if they came to Fortec and in a couple of years with us they would move on to Formula 1.

“Which was great because we had really good mechanics coming through, we had good engineers coming through and we always wanted everybody to get the opportunity to do what they wanted to do and it’s always been our philosophy to

help young engineers, mechanics, to move on.

“And we’ve taken a number of guys who have come as mechanics who perhaps wanted to go onto Formula 1, their dream was Formula 1, but then we gave them the opportunity to be engineers and some of our best engineers have actually come from being mechanics, which is perhaps quite unusual really.

“But again we’ve had a family environment and good people tended to stay and move forward and become engineers or team managers so I think it’s just down to hard work and many hours. It’s not a 40-hour week, it’s a seven day a week to be successful at this level.”

MN: You mentioned there it was originally Richard Dutton Racing but now it’s running Fortec so when did that transition happen?

RD: “Late ’80s I decided that I needed to earn some money rather than enjoy myself running race teams so I decided I should be a property developer. So I switched to do more property and less racing for a while. My plan was the end of ’89, I won the Formula 3 championship with Kenny Brack in Sweden and I decided at that point I would sell everything and stop but that didn’t last very long.

“I only lasted most probably six months out of having a racing team because Eddie Jordan asked me to help

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GB3 title fighter Granfors is getting stronger as the year goes on



Juan Pablo Montoya is among Richard Dutton’s Fortec alumni

FEATURE



Historic racing keeps Dutton young and gives opportunities

him run his British Formula 3000 team in 1990 so my period of not having a racing team didn't last very long because I started to help Eddie and ran a team called AJS for Alan Smith and we've ran Rickard Rydell.

"Then I went to America and did some Indy Lights, and then David Balfe asked me to come and work for Fortec and set up a Formula 3 team in '92, and then that grew and then I took over the team at the end of '95, beginning of '96, with Montoya and Guy Smith, so that's when Fortec started with my ownership."

Question: What do you offer to young drivers?

Alex Edwards

Via email

RD: "Well I guess there's a lot. From my side [it's a] massive amount of experience but now my son Oliver Dutton pretty much runs Fortec and he's big into fitness and he just loves working with the younger drivers. So if they come to us they get a one-stop shop inasmuch as they can come, they can get fitness training, they can be on the simulator, so all the things that they need to work on before they actually start racing we offer, it's all there, they don't need to go and get training outside of Fortec."

"The simulator is really a high-level simulator and we've got a high-level gym, so it starts there and then we can start training drivers from there so it's a

good base to start from. And I think that's why we've been successful with young drivers because we, between us, between the engineers and Oliver, myself, we know what the young drivers need to be quick and to be successful, so it's all there for them really."

Question: What's the most outrageous demand a parent of one of your drivers has made? And did you do it?

Melissa Drew

Via Twitter

RD: "I had a thing that we've had demands from managers and drivers' fathers where they would try and stop certain drivers being in the team, so the drivers will sign but 'we don't want this person in the team'. And we don't like and we find that quite outrageous that they can dictate to us who we run and that has happened on more than one occasion."

MN: Have you ever had to bow to them on that or have you always refused to be told who you can run?

RD: "We have [bowed to them] but certainly not recently, if that demand comes in now we wouldn't accept that, we don't think that's acceptable behaviour, but it has happened in the past."

"The other thing is that the drivers' managers and fathers ask for a discount, which is something we don't approve of too much. That is a very common one."

MN sets the scene: Young up-and-coming British driver Luke Browning won the 2020 British Formula 4 championship racing with Fortec, sealing the title ahead of Zak O'Sullivan in a dramatic finale at Brands Hatch. Browning also made a one-off appearance with Fortec in GB3 last season, in a year in which he came third in the ADAC F4 championship, and he now competes for the GB3 title with Fortec's rival team Hitech GP.

Question: How highly do you rate Luke Browning? He's a driver that doesn't seem to get the hype or links with F1 teams that other drivers do but I think



Providing a family atmosphere is key

he's very impressive given his apparent lack of funding – does he need to be pushier/better at networking/more commercially aware?

Simon Gleave

Via Twitter

RD: "I think Luke Browning is pretty special. He has done an amazing job with a very tiny budget. We won the F4 championship in 2020 with a very small budget, no testing, where the others were testing and he wasn't because there wasn't a budget there."

"Currently obviously we're fighting against him which isn't easy because we have a lot of respect for him and a lot of time for him, and of course Joel [Granfors, Fortec GB3 driver] and him are neck to neck at the moment and so it makes it a little bit difficult for us."

"But how would I rate him? He just needs a break because the kid is special

and I would think that if he is nominated for the BRDC Autosport award he'll be very hard to beat, he would have to be favourite for that. And I think he does promote himself quite well, he does a lot of work, a lot of sim racing which he is very good at and for us he's going to be hard to beat [in GB3 this year] but we'll give our best shot. But yeah he's most probably the best young talent in the UK at this moment."

MN: When he clinched the British F4 title with you at Brands that was pretty dramatic stuff wasn't it?

RD: "It was dramatic, it was lot of emotion, it went down to the wire. But I think it was a fair result, as I say he did an amazing job with a lack of track time and a lack of testing when his rivals were all doing a lot more than he was doing so he did a great job and he's especially good in the wet, when it comes to a wet

driver he's going to be very hard to beat."

MN sets the scene: Seventeen-year-old Swede Joel Granfors finished fourth in the British Formula 4 championship with Fortec last season, and now having graduated to GB3, still with Fortec, is in the thick of the championship fight this year.

Question: What do you think about Joel Granfors? Do higher powered/aero cars suit him better (ie his improvement going from British F4 to GB3)?

James Bowie

Via email

RD: "Joel, it was in his rookie year last year [in British F4], but I think that you're right that the more aero suits him but his driving style when he was in Formula 4 we could see that it would really suit Formula 3."

"And he's doing a great job, he's most

"Browning is the best young talent in the UK"

Richard Dutton



Dutton's son Ollie has taken on much of team's running



People at Fortec are behind success

probably the find of the year really. He's really, I'll not say surprised us but he certainly is doing a very very strong year. Obviously he is a rookie and fighting against Luke Browning is hard because he's a class act, so he's [Granfors] impressive, he's very very impressive, and I think he will go on to bigger things. He's got so much natural ability and he's gelled so well with his engineer and the car. Yeah he's very very good, very good."

MN: And we spoke about getting young drivers to focus on weaknesses as well and improving, is there anything like that going on with Joel at the moment?

RD: "He's hard working and he responds to help. If you've something to show him or to advise him on he takes it onboard and tries it which is really important. He works hard in the gym, he works hard on the sim, no he's doing a

great job and he's getting better all the time, he's definitely getting stronger as the season goes on."

Question: You did a year in GT racing in 2013, how did that come about, how was it different and is it something you'd consider doing again?

Josh Falconbridge
Via email
RD: "That was working with Mercedes. Mercedes wanted us to run a junior DTM team and we went quite a long way down the road preparing to run the Mercedes DTM team and then they lost the funding for that. But we were quite a way down the road with that and we employed some good people to run it. "Mercedes-Benz wanted us to run in GT3 and see how we got on, the carrot was we were going to run their junior GT3 team, which did happen but it did

happen too late because we'd already pretty much closed the team down when they made the commitment, by that time they made the commitment to run the junior GT3 team we'd already sold the cars and so the people moved on to other things. So that was pretty much the end of our GT3 programme.

"And would we run it again? I don't think so. I don't think it's what we like doing. We like teaching young drivers and in GT3 we weren't getting anything out of it because we weren't really running young drivers and teaching them. There was sort of an older driver, it wasn't very rewarding. So we got rid of that team, and that's unlikely we ever do it again because it's not what we do, we're about bringing young drivers on and GT3 doesn't really have many young drivers."

Question: You ran a rally car – Alastair Sutherland in an Opel Ascona. How did that come about and what was that like?

Marc Millar
Via email
RD: "I did. I ran David Sutherland, his brother, and when we first started with David he would be back on the grid I guess and had been spending a lot of money with other teams with no success. And then he came to me and he became very successful within two or three years and went on to do Le Mans.

"And Alastair as the younger brother of David he could see all this going on, so Alastair started doing some sportscar racing with us and we're doing [a] bit of work with him although he was a rally driver. And then he wanted us take over his rally programme which we did, I think that would have been, most probably about '85. And I enjoyed that a lot, it was a whole new challenge, whole new world, but again it was pretty successful, and then the following year he went on to win the British championship."

MN: Is it something you can see yourself doing more of?

RD: "No, not now. At the time, again we operated as a family team and family atmosphere and he became part of the family. He was coming racing with us, we did some touring car race for BMW and we put him in as one of the drivers in the Willhire 24-hour race and we just all got on so well. He was part of the family and when he wanted go to the British championship and asked us to do it, it just seemed like the right thing to do at the time."

Question: What do you get out of the historic racing you do with Neil Brown in a Mustang and a Lotus Cortina?

Alexander Cameron
Via email
RD: "A lot of fun. Neil came to me, I don't know, 10 years ago I guess, and said he wanted to go classic racing, which was a big surprise at 63 years old,

and asked if I'd coach him. And of course I agreed to it because Neil and I have been friends since the '70s, and he was my only sponsor in the '70s, my engines came from Neil Brown and he supported me in Formula Ford and Ford 2000 back in the '70s.

"So when he asked if I'd do some classic racing and teach him it was 'yeah of course'. He did incredibly well for someone who started racing at 63 and then we started doing races where we did it together, so we went from doing club races to doing two-driver races in the U2 [U2TC] championship which were hour races and also doing together, and we just had so much fun.

"And then there was a business side to it that took off where he started producing a lot of engines for the classic world and we built quite a few cars for gentlemen drivers, we built some Cortinas for other drivers, one's gone to America for a new championship over in America, so there is a business side to it as well. It is great fun.

"And it also helps me back up what we teach because I often stop myself and say look stop driving like this, this is not the way you teach, just go back to the way you teach and stop over driving because it's very easy to over drive. So for me it's not only a lot of fun, it's good to practice what you preach and there's a business side to it as well, we will build and sell cars from it and Neil will sell engines from it, so it's a win-win situation.

"But it seems to be also a growing [area], the classic racing is definitely growing and a lot of gentlemen drivers are coming back to classic racing, I can see it getting bigger."

MN: So I take it with all of that the plans are for you and Neil to keep doing the historic racing?

RD: "Yeah, I've got to be honest I think it also keeps us young, because you've got to keep reasonably fit because they are quite physical so it's an all-round good thing to do it and it certainly keeps us young and I can see us carrying on for some time." ■



A CELEBRATION AT BRANDS HATCH THIS COMING WEEKEND FOR FF1600 DRIVER PETER ROGERS

As part of the race programme at Brands Hatch this coming weekend. "Team FPR" will be celebrating the short life of Peter Rogers. An amazing talent in a race car, a sponsors dream. He was the full package. Peter without doubt could have made it all the way to Formula One.

Sadly Peter was killed in a race at Donnington on Sunday the 16th August, 1987, at the tender age of 25.

To celebrate Peters Rogers life. A FF1600 race will be run as part of the Champion of Brands series, the "Peter Rogers Memorial Trophy" almost 35 years since that fatal day at Donnington.

Peter Rogers was a very special person, as well as being one hell-of-a driver, I am so proud to have worked with him, and raced against him.

It was a special moment for me to be asked to become part of "Team FPR"

I would like to take this opportunity to thank everyone in "Team FPR" for making the coming "Peter Rogers Memorial Trophy Race" an outstanding success.

"Team FPR" will also be making a donation on the day of £1000 to BMMC marshalls, the "Orange Army". Motorsport's unsung heroes, as a thank you for everything they did for Peter Rogers, and everything they do come rain or shine.

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Booking fee applies. Under 18s must be accompanied by an adult. All attractions are subject to change. Advance public tickets sales close Midnight Friday 9th September 2022. Warning motorsport can be dangerous.

RALLY REPORTS

Photos: Martin Walsh

CORK '20' RALLY: MUNSTER CAR CLUB BY MARTIN WALSH

JULY 30-31

MOFFETT MOVES IN ON IRISH WITH CORK 20 RALLY VICTORY



Moffett had to hold his nerve throughout



Devine kept pressure up until the end

Josh Moffett (Hyundai i20 R5) had to dig deep to secure victory in the Cork '20' International Rally, the penultimate round of the Irish Tarmac Rally Championship.

Co-driven by Andy Hayes, they finished 8.4 seconds ahead of Callum Devine and Noel O'Sullivan's VW Polo GTi R5. The Welsh crew of Meirion Evans/Jonathan Jackson (VW Polo GTi R5) were 40.6s further behind in third.

Moffett likes nothing better than a tense and tight battle and he got his wish through the entire event. On Saturday's opening stage he managed to eke out a lead of just seven tenths of a second with Alastair Fisher as his nemesis. Aware of the high stakes, Fisher pressed hard and gained time on the second stage and while Moffett was again best by seven tenths of a second on SS3, Fisher was 1.3s ahead after the completion of the opening loop that claimed Cork drivers Daniel Cronin and Jason McSweeney, the former retired at the stage finish with both right side tyres deflated. To increase his frustration, another competitor hit his VW Polo R5 bringing further damage. McSweeney hit a chicane and damaged

the radiator of his Fiesta R5.

The intensity increased on the repeat loop as Moffett regained top spot but Fisher was a mere two-tenths adrift. Devine, who covered the stage with a broken brake caliper, was very much in contention and just two seconds off the lead.

Evans changed the gearbox so that his Polo had more top-end speed and was 18.5s behind the rally leader. A stomach bug was an inconvenience for fifth-placed Enda O'Brien (VW Polo GTi R5), who was followed by top two-wheel-drive exponent James Stafford, who had to resort to manual change after the paddle shift of his Darrian T90 GTR failed.

With all of the top competitors using a hard slick tyre, rain made for an interesting seventh stage as the main contenders all endured time-consuming spins, Evans and Devine losing more time than their rivals. Fisher managed the conditions best and arrived at the overnight halt with a lead of 16.9s over Moffett, who also had an overshoot on SS9. Devine was a further 11.6s in arrears followed by Evans. Leading two-wheel-drive contender Thomas Stafford retired his Darrian with a broken rear wheel hub. His demise promoted O'Brien

to fifth with David Guest, who punctured on the morning opener, occupying sixth. On what was his first event in three-and-a-half years, Andrew Purcell (Skoda Fabia R5) held seventh in a top 10 that also featured new two-wheel-drive leader Colin Byrne (Ford Escort), Ford Fiesta R5 debutant Niall Devine and Padraig Egan (Ford Escort).

Fisher's hopes of a much-needed victory evaporated on Sunday's opening stage (SS10) when he crashed on a tightening left-hander over a crest, his exit virtually ending his Tarmac title challenge. Moffett was back in front once more with Devine 11.5s behind after SS11, both unhappy that they were given little time at the start of the stage. Moffett hit a chicane but the damage was cosmetic.

The day's intense heat was matched by Devine when he pushed hard on the repeat of both stages to slash the deficit to 3.1s. Moffett admitted he had nothing left and had nothing more to give. Evans, like Devine, was also in need of a strong result for his ITRC bid but he was happy to sit tight and leave the top duo to slug it out. Purcell, O'Brien and Guest were having their own mini battle in the race for fourth by

SS13 and although Purcell maintained the spot, he clipped a rock and thought he had punctured. Guest had designs on the spot and was only 8.9s behind as he experienced a misfire while O'Brien spun and stalled.

Moffett needed to stop Devine's charge and gained eighth tenths of a second on the penultimate stage. He then signed off with the best time on the final stage to claim his fourth win of the campaign and edge closer to the Tarmac title with only the double-scoring Ulster Rally remaining. Devine and Evans completed the podium. Having cut Purcell's advantage to four seconds by the final stage, Guest took fourth aided by a final-stage spin by Purcell. O'Brien was sixth with Niall Devine's R5 debut culminating in seventh spot. Simon Reid (Ford Escort) took the modified category after Byrne hit a chicane on the penultimate stage and retired. Daragh O'Riordan (Ford Fiesta S2000) had an untroubled run to ninth with Wayne Sisson (Mitsubishi Lancer E10) 10th.

The ITRC title now goes down to the wire on the Ulster Rally with Moffett still very much in the driving street.

RESULTS			
Cork Rally When: July 30-31			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Josh Moffett/Andy Hayes	Hyundai i20 R5	1h49m23.1s
2	Callum Devine/Noel O'Sullivan	VW Polo GTi R5	+8.4s
3	Meirion Evans/Jonathan Jackson	VW Polo GTi R5	+40.6s
4	David Guest/Jonathan McGrath	Ford Fiesta Rally2	+5m20.3s
5	Andrew Purcell/Gavin Doherty	Skoda Fabia R5	+6m05.1s
6	Enda O'Brien/John Butler	VW Polo GTi R5	+6m43.8s
7	Niall Devine/Liam McIntyre	Ford Fiesta R5	+8m22.7s
8	Simon Reid/John Murphy	Ford Escort	+9m54.2s
9	Daragh O'Riordan/Sean McCarthy	Ford Fiesta S2000	+12m05.5s
10	Wayne Sisson/Patrick Walsh	Mitsubishi Lancer E9	+13m31.2s

Historics: 1 Neil Williams/Anthony O'Sullivan (Ford Escort RS1800) 2h04m26.0s; 2 Luke McCarthy/Brian Duggan (Ford Escort) +2m09.3s; 3 Adrian Evans/Martin Henry (Ford Escort RS1800) +3m34.9s. **Juniors:** 1 Evan McEvoy/Aaron McEvoy (Honda Civic) 1h09m24.0s; 2 Gary Healy/Gearoid Moynihan (Honda Civic) +1m03.4s; 3 Anthony O'Driscoll/Eoin Corcoran (Honda Civic) +1m08.1s. **Class winners:** Gary Lordan/Colm Hayes (Honda Civic); Jason Ryan/Peter Keohane (Toyota Starlet); Ben Walsh/Damien Sheridan (Ford Escort); Niall Fitzpatrick/Matthew Reade (Ford Escort); Colin Moynihan/Liam Moynihan (Ford Escort); Simon Reid/John Murphy (Ford Escort); Sisson/Walsh; Purcell/Doherty; Guest/McGrath; Ned Flahavan/Anthony Roche (Lancia Fulvia); Duncan Williams/Guy Weaver (Ford Escort RS1800); Ray Breen/Damien Morrissey (Subaru Legacy); Jamie O'Rourke/Patrick Brislane (Honda Civic).



Fisher pushed hard but crashed out on Sunday

CLASSES



Reid inherited Class 14 victory

Byrne slip-up gives Escort man Reid the spoils

There was late drama in the popular Class 14 where Simon Reid (Ford Escort) took victory after local ace Colin Byrne (Escort) threw away a strong advantage after he clattered a chicane bale. Not surprisingly, James

Stafford (Darrian T90 GTR) led initially but a broken rear hub brought his rally to an end on the penultimate stage of the opening leg. Although he rejoined under Rally2, it was short-lived as he was forced to retire when his car caught fire on Sunday's first stage.

Byrne took up the mantle and despite a few spins was well in control, over 1m10s clear of Reid and was set to move into the lead of the modified category within the ITRC, however, he came a cropper on SS14. Another local driver, Allen

Treacy (Toyota Corolla), suffered a similar fate, albeit on the final stage with Colin Moynihan (Escort) taking a win that seemed most unlikely earlier in the day, after his service crew showed patience and determination in finally

sorting a sensor issue. Casey J Coleman (Fiesta R2) stayed out of trouble to win RC4 from the similar cars of Jason Dickson and Ryan Caldwell. Welsh ace Neil Williams (Ford Escort) had no great issues as he netted the historic honours.

SPORTING SCENE REPORTS

Photos: mkpics.net

NATIONAL HOT RODS: FOXHALL HEATH BY GRAHAM BROWN

JULY 30



Winner Haird says he is learning his new Tigra



English points champion Carl Waller-Barrett (r) was in the wars

THREE-TIME CHAMPION HAIRD GETS HIS MOJO BACK WITH FOXHALL HEATH VICTORY

Aided by a very unusual drop to blue grade, it all came together for Chris Haird when the National Hot Rods returned to Ipswich for the first time since the World Final in early July.

Despite claiming to be still learning about his Tigra 'A', the three-time World champion never put a foot wrong. He kept Paul Wright at arm's length throughout the final to complete his hat-trick. For many others it was a night of attrition with a couple of major shunts decimating the field.

There were still plenty of cars for the opening encounter where

Mark Cook demonstrated the steadily improving pace of his Corsa. Despite the venerable machine looking a touch loose at times, Cook was able to have a long lead fight with Dan Guidotti. They'd just been joined by Barry Limer and the charging Haird when a four-wide moment in the pack exiting Turn Four resulted in Ashley Shaw and Carl Waller-Barrett slamming into the wall to bring out the yellows. A lengthy clear-up ensued, Shaw's car looking particularly worse for wear.

Cook got overwhelmed at the restart as Guidotti leapt away into the lead, which he needed to do to have any hope of keeping Haird

at bay. But a dart down the inside swiftly put Haird out front and gone. The latter stages were enlivened by the places dice between Chris Aldridge, Paul Wright and returnee Kym Weaver, Weaver utilising his ex-McDonald car on four new tyres to best the others with a sterling march round the outside.

No doubt mindful that Haird would soon be after him Guidotti was off like a shot in heat two, Haird rapidly relegating Cook to chase down the leader. He was closing fast when the yellows got another airing after Aaron Dew's Ginetta speared out of the pack and hard into the wall, getting collected by the leader,

Andy Lane (who got disqualified for causing Dew's demise in the first place) and the unfortunate Waller-Barrett, who did loads of damage this time.

Another clearing up session preceded Haird and Aldridge taking charge for the rest of the race, though another caution was only narrowly averted after Perry Cooke and Terry Hunn cannoned off the wall and each other. Jason Kew got caught up in the aftermath while Wright miraculously avoided all of them.

Aldridge made a demon start in the final to beat poleman Haird into Turn 1 but it took only a couple of tours for Haird to redress that situation. Then

Wright rocketed past Aldridge too down the outside shortly before yet another caution after Karl Baker spun to a halt mid-track.

Aldridge got an unjustified black cross for a jumped start withdrawn during the hiatus only to get a completely justified one for jumping the restart when he passed Wright and nearly Haird as well before the green flag. . .

Thereafter it became an intriguing match between Haird and Wright. The pace of the two running flat out left the rest far behind but gradually became a stalemate with Haird gaining a few yards every time they exited Turn 2 before Wright

grabbed them back again under braking for Turn 3. If they'd stayed out there all night those tantalising few car lengths would probably have still remained between them.

Results

Organiser: Spedeworth **When:** July 30
Where: Foxhall International Raceway, Ipswich **Starters:** 23
Heat one: 1 Chris Haird (Vauxhall Tigra); 2 Dan Guidotti (Vauxhall Tigra); 3 Ivan Grayson (Ford Fiesta); 4 Kym Weaver (Vauxhall Tigra); 5 Chris Aldridge (Vauxhall Tigra); 6 Paul Wright (Vauxhall Tigra); 7 Perry Cooke (Vauxhall Tigra); 8 Billy Wood (Vauxhall Tigra). **Heat two:** 1 Haird; 2 Aldridge; 3 Hayden Ballard (Vauxhall Tigra); 4 Karl Baker (Vauxhall Tigra); 5 Terry Hunn (Ford Fiesta); 6 Wright; 7 Wood; 8 Dick Hillard (Vauxhall Tigra). **Final:** 1 Haird; 2 Wright; 3 Aldridge; 4 Ballard; 5 Wood; 6 Hunn; 7 Grayson; 8 Hillard; 9 Joey Palmer (Ford Fiesta); 10 Barry Limer (Vauxhall Tigra). **Points:** 1= Haird and Palmer 96; 3 Wright 87; 4 Cooke 79; 5 Grayson 77; 6 Ballard 76.

NITRO RALLYCROSS: STRANGNAS, SWEDEN BY HAL RIDGE

JULY 30-31

BAKKERUD BOXES CLEVER FOR NITRO RX GLORY

Claiming a 1-2 finish is the Holy Grail in event results for motor racing teams while a podium lock-out is even more cherished. But, to fill the top five positions in a single event is almost unheard of.

That was the feat achieved by Swedish team JC Raceteknik in its home round of the Nitro Rallycross Championship at Strangnas. Racing in the series' headline Group E category for single-make all-electric FC1-X machines, the JC squad dominated the final. Its driver, reigning European Rallycross champion Andreas Bakkerud, claimed a maiden Nitro RX win.

Swede Oliver Eriksson topped the opening day, winning the battle brackets section of

the event, but the former RallyX Nordic title-winner lost out to four-time World Rallycross champion Johan Kristoffersson in the opening heat. However, when Kristoffersson was handed a three-second penalty for a track-marker infringement, it was Eriksson who progressed directly to the final, joining Bakkerud on the front row of the grid.

The final line-up was completed by the results in the semi-finals and LCQ: round-one winner Robin Larsson making the cut despite retiring from his heat race, former World Rally Star Kris Meeke starting on the second row despite missing almost the entire opening day with technical issues and Kristoffersson, who started on the last row.

As the lights went green in the main event it was Kristoffersson from the back of the field who made the best start, and pitched his FC1-X around the outside of the pack to climb the order.

Up front, Larsson had also made a good launch, while Bakkerud edged Eriksson for the lead at the opening corner. Eriksson was quickly out of contention with a puncture sustained on early on while landing from the circuit's second of three jumps, leaving Larsson to hassle Bakkerud for the lead, the two RX Cartel drivers having finished first and second in the opening round of the campaign at Lydden Hill.

Larsson piled the pressure onto his colleague and took his joker



Andreas Bakkerud (far right) leads away in the Nitro RX final in Sweden

mid-race, but Bakkerud pushed hard for the following tour while Larsson made mistakes, and when Bakkerud responded to Larsson's move by diving into the joker, by the exit he had done enough to maintain track position.

Although he didn't have the ultimate pace to challenge for victory, Kristoffersson made a

strong debut to wind up third, ahead of Fraser McConnell in fourth – the Jamaican suffering a left-rear puncture as he crossed the finish line, but remained ahead of JC stablemate Ole Christian Veiby. Conner Martell finished sixth for the Vermont Sports Car squad, while Meeke was slowed by a puncture from early in the race.

Results

Organiser: Nitro RX **When:** July 30-31
Where: Strangnas, Sweden **Starters:** 35
Round 2: Group E (All FC1-X): 1 Andreas Bakkerud 5m15.082s; 2 Robin Larsson +1.963s; 3 Johan Kristoffersson; 4 Fraser McConnell; 5 Ole Christian Veiby; 6 Conner Martell; 7 Kris Meeke; 8 Oliver Eriksson.
Supercar R2: Fraser McConnell (Hyundai i20).
Supercar R3: Yuri Belevskiy (Audi S1). **NRX Next R3:** Tommi Hallman (Supercar Lites).
NRX NEXT R4: Tommi Hallman (Supercar Lites). **Crosscar R3:** Riku Huuhka (Speedcar Wonder). **R4:** Sebastian Enholm (Speedcar)

MN POLL WITH MOTUL



Photos: Motorsport News



With new impetus behind the famous old name, Lola cars is on the up. It has a bright future under its freshly installed boss Till Bechtolsheimer.

That got us thinking and we polled you, dear readers, to find out which product from the Huntingdon manufacturer was your favourite. And the results are something that hasn't really surprised anyone. The glorious Lola T70B Mk3 sportscar has topped the poll, and it is the clearest winner we have ever had.

Immortalised in the fabulous sportscar battles of the late 1960s, it took the fight to the Ford, Ferraris and Porsche of the day.

MN editor Matt James said: "The Lola T70 Mk3 deserves to win this poll on pure sound alone. There is an interesting mix of single-seaters and sportscars in the top five, which goes to demonstrate Lola's variety and also its successes across the decades."

A SPORTSCAR ICON TOPS THE LIST OF THE FAVOURITE LOLA CARS

Our readers have spoken, and it is a 1960s beauty that has topped the latest MN poll

THE WINNERS



1 Lola T70 Mk3 Vote: 50%

The Lola T70 had already made its mark on the sportscar scene with John Surtees claiming the Can-Am Championship in the States in 1966 in the Mk2 version of the mighty machine – only eight years after the company was founded.

Powered by a heavyweight Chevrolet V8 capable of pushing out north of 500bhp and of hitting 190mph, the Mk3 was introduced to the world at the 1967 Racing Car Show in London. The car was a development of the Mk2 spyder version of the sportscar and it was a huge hit with lots of customer versions being built. That helped it to circumnavigate the draconian homologation rules set down by the

FIA at the start of the 1968 season. With more than 50 models built, the T70 Mk3 was able to still run its large five-litre motor.

The 900kg car was a success and took a 1-2 finish in the Daytona 24 Hours in 1969 with Mark Donohue and Chuck Parsons at the controls. The powerplant proved somewhat unreliable in the European big races as the grade of fuel the teams were forced to use was not strictly compatible with the motor.

With the proliferation of chassis available, it was inevitable that some would filter down into disciplines such as hillclimbing and club racing, and the rumbling monster has become a popular crowd-pleaser at historic events in recent times. A T70 at full stretch is something to behold.

2 Lola T90/00 Vote: 10.7%

After winning five races in the 1989 Indycar season, Lola was determined to step up in 1990 and the T90/00.



Lola had won two previous Indycar titles, but the T90/00 took the firm to a whole new level of dominance over its rivals from Penske and March. Al Unser Jr took the first of his two

crowns in a Galles-Kraco-run 800bhp 2.6-litre Ilmor Chevrolet-powered car after a fierce battle with Michael Andretti in his Newman/Haas version.

Perhaps the most notable victory for the machine came when Dutch driver Arie Luyendyk claimed the spoils in the Indianapolis 500, which prompted the memorable headline in *Motoring News* 'What is an Arie Luyendyk?'. It also set the trend for Lola's golden period in the States with the firm's next three designs all based on the original 1990 blueprint.

3 Lola T530 Vote: 10.7%

Can-Am had been a happy hunting ground for Lola, and the T530 summed up its philosophy perfectly.

The ground-effect T530 was probably the ultimate iteration of the category. It was a massive car, enough to scare anyone when it appeared in the rear-view mirrors. It is thought to be the biggest racing car ever built.

In 1980, Formula 1 driver Patrick Tambay – who was on a sabbatical from grand prix racing – rumbled his way to seven wins from the 10 rounds in the Can-Am competition to



claim the crown in his Carl Haas-entered machine.

The revamped privateer effort from VDS, which used the underpinnings of the T530 including the monocoque, won the Can-Am title in 1981 too and Geoff Brabham claimed the title. Al Hoberg was also a Can-Am

winner in the Lola, which had an Indian Summer in the much-missed Thundersports series in the UK in John Brindley's and Ian Flux's hands among others. Flux is still a fan to this day. "That was the best – and the scariest – race car I have ever driven," says Newport Pagnell's finest.

4 Lola T90/50 Vote: 7.1%

Mark Williams refined his T89/50 design of 1989 and produced the more aerodynamically efficient T90/50, which would go on to capture the hearts of Formula 3000 fans.

F3000 was an easy category to fall in love with too. It had the best young talents from around the globe who were

on the cusp of F1, and they were battling it out in a multi-make single-seater class for rapid machines. With the arrival of Reynard in 1988, the competition between chassis designers ramped up to fever pitch. The crack DAMS outfit was the one to beat in 1990 with Allan McNish and Eric Comas at the controls. Seven of the 11 rounds went to Lola cars

with Comas claiming four of the triumphs on his way to the title and the scraps being picked up by Reynard. Such was the car's dominance that several teams switched from Reynard to Lolas halfway through the campaign.

It was a high point for Lola, and a category watershed, which is why the T90/50 is so fondly remembered.



5 Lola Mk1 Vote: 7.1%

With bodywork developed by Maurice Gomm, the 1958 Lola Mk1 was the first machine from Eric Broadley's stable.

It was powered by a Coventry

Climax engine, the lightweight 1100cc sports racer. In effect, and like many racing cars of the time, it was a 'bitsa' – bits of other standard products bolted together to make a racing thoroughbred. The uprights at

the front came from a Morris Minor and the steering rack was straight from BMC. The drum brakes came from a Triumph TR2... The car was built in Broadley's workshop in Bromley and made its debut in 1958. It finished second in

its first race at Snetterton in Broadley's hands. He took the first official win for Lola at the August Bank Holiday meeting at Brands Hatch.

The success of the car turned heads among potential

customers and Lola Cars was born as the firm started building cars for clients. Peter Ashdown was the works driver and Broadley himself took a back seat from driving. The story of Lola started here. ■

RACING REPORTS

Photos: Steve Jones

SNETTERTON: 750MC BY LEWIS BEALES JULY 30-31



Rob Boston topped the Roadsports race



Baker built on Swift's early work in the Club Enduro



The action in the Locost series was as frenetic as ever

THE TIMING IS RIGHT FOR BOSTON TO STRIKE

Fortune smiled on Rob Boston in the Roadsports race as he had just passed the pitlane when a safety car was activated and he had to make a later stop, but that nevertheless put his Lotus Elise in a commanding position. He led home from Brett Evans and Josh Lawton, who were equally as lucky, completing the podium as the rest of the field lost time stacked up behind the safety car. A late safety car wiped out most of the advantage the Seat Leon TCR crew of Carl Swift/Robert Baker had built up in the three-hour Club Enduro. The latter had to get his head

down once more to pull away from the Andy Marston BMW M3, which was battling for second place with Will Beech/Mark Grice's Audi RS3 TCR. Aaron Cooke repelled a determined challenge from Shaun Traynor to secure victory in the opening Toyota MR2 race while Daniel Silvester slipped past Traynor for second. Cooke jumped both Silvester and Traynor on the fifth lap of the sequel to secure a second victory, his fourth of the season. Christian Pederson just dislodged John Village in the race to the Historic 750 finish line as his Austin 7 had greater straightline speed over the

latter's superior cornering abilities. Hugo Pickup was victorious in the Handicap. Simon Gallon displaced early Austin 7 Centenary Race leader Tim Roebuck who retired at mid distance raising James Mills to second place. Locost laurels went to Craig Land as he was able to pass Martin West within yards of the finishing line. Land comfortably completed his eighth victory of the season in race two with the slippery conditions showcasing his skills. West and Tom Parker followed, the latter having started from almost the rear of the grid. Contact between Pete Bove and Oliver Collett earned the

latter a post-race penalty handing victory to Mark Glover in the opening 750 Formula event but Collett cruised to victory unimpeded in race two. Bove finally claimed his 50th category victory in race three after a race-long battle with Glover. No-one had an answer to Stewart Place's pace in the opening Classic Stock Hatch race although Chris Dear tried his best in his similar Peugeot 205 GTi. Place dominated race two in style while Dear had to fight off Pete Morgan and Ben Bateman for second. Once Craig Pollard had relieved Daniel Hands of the lead on the first lap he cruised to victory in the opening

Formula Vee race and completed a double over Hands as Vaughn Jones led the rest home in third in race two. The opening Sports Special race fell to Paul Collingwood from pole position as Clive Hudson placed second despite several challengers. Collingwood repeated his winning feat in the second race as Paul Boyd slipped by Hudson for second. A broken throttle pedal stymied Sam Callahan's efforts to win the Porsche Trophy race as he narrowly led Christian Walker before the breakage, which left his rival to coast home having exchanged with brother Jon at the pitstop.

RACE WINNERS	
Roadsports Series Rob Boston (Lotus Elise)	750 Formula Race 1: Mark Glover (Racekits Falcon); Race 2: Oliver Collett (Racekits Falcon); Race 3: Pete Bove (Darvi 88P)
Club Enduro Championship Carl Swift/Robert Baker (Seat Leon TCR)	Classic Stock Hatch Championship Race 1 & 2: Stewart Place (Peugeot 205 GTi)
Toyota MR2 Championship Race 1 & 2: Aaron Cooke	Formula Vee Championship Race 1 & 2: Craig Pollard (WEV)
Historic 750 Formula Series Race 1: Christian Pederson (Austin 7); Handicap: Hugo Pickup (Austin 7 Ulster)	Sport Specials Championship Race 1 & 2: Paul Collingwood (Eclipse SM1)
Austin 7 Centenary Race Simon Gallon	All Porsche Trophy Jon Walker/Christian Walker (Boxster S)
Locost Championship Race 1 & 2: Craig Land	

KIRKISTOWN: 500MRCI BY RICHARD YOUNG JULY 30-31

McCULLOUGH KEEPS UP HIS HOT STREAK

David McCullough has had a good year so far in the Northern Ireland Formula Ford series. There was one early season DNF after a clash with David Parks, but otherwise it has been a year of straight victories. His latest pair came last Saturday at a packed Kirkistown where he twice beat a resurgent Parks to the flag. Alan Davidson grabbed two third places ahead of Brandon McCaughan, the two Mondiale pilots staying close throughout. Sportscars provided the

feature class this time, and both Roadsports events (the second suffering from some distinctly damp conditions) went the way of championship-leader Steven Larkham and his Radical PR06, while the one-litre bike engine NI Sevens – which had their own ‘exclusive’ races this time – entertained with Trevor Allen (Vortex) beating Mark Francis (Locost) to the flag in their first race, while Francis turned the tables on his rival in the second, damp, encounter. More sportscar action came from the HRCA Historic

brigade who fielded a tasty field of older and not-so-classic machinery. Victory in race one went to the continuation Crossle 9S of Ray Moore from the younger 42S of Bernard Foley. They were both well clear of Jackie Cochrane's rumbling Sunbeam Tiger. The second race fell to the BMW-powered Crossle 9S of David Kelly from Cochrane and Foley. A large multi-class grid featuring Fiestas, Mazda MX-5s and Minis provided back-to-back wins for Francis

Allen among the Mazdas and Jack Irvine in the world of Minis, the latter getting in among the Mazdas to very good effect. The real action though, involved the Fiestas where the usual gaggle of suspects exchanged mirrors, places and paintwork. Victories went to Derek Graham and Mark Stewart. Richard Kearney dominated both Formula Sheane encounters. Chris Dunne and Richie Adams scored a second and a third apiece. In the Saloons and

GTs, Gerard O'Connell's SHPEscort Millington twice romped away from the field twice to claim GT honours ahead of the SHPSupercars of Charlie Linnane and Alan Watkins. The more normal saloons gave a race-one win to the Honda of Stephen Traub ahead of Stuart Curran's similar car and Alan O'Neill's Mazda RX-7. Race two was dominated by Peter Baxter's Seat, which had retired from the earlier encounter, ahead of Traub, Curran and O'Neill.

RACE WINNERS	
Fiesta Zetec Race 1: Derek Graham; Race 2: Mark Stewart	Libre Saloon/GT Races 1 & 2: Gerard O'Connell (2.8 SHP Escort)
Mazda MX-5 Races 1 & 2: Francis Allen	Roadsports Races 1 & 2: Steven Larkham (Radical PR06)
Mini Races 1 & 2: Jack Irvine	Formula Ford 1600 Raxces 1 & 2: David McCullough (V-D RF01)
HRCA Historics Race 1: Ray Moore (2.0 Crossle Ford 9S); Race 3: David Kelly (2.0 Crossle BMW 9S)	NI Sevens Race 1: Trevor Allen (MNR Vortex); Race 2: Mark Francis (Locost)
Formula Sheane Races 1 & 2: Richard Kearney	

RACING REPORTS

Photos: Ollie Read

SILVERSTONE: MSVR BY GRAHAM KEILLOH

JULY 30-31

ORANGE CRUSHES RIVALS WITH GT CUP QUADRUPLE



Orange McLaren had a perfect weekend



Lay took his latest Radical win hat-trick

Championship-leading Orange Racing duo Simon Orange and Michael O’Brien had a near-perfect GT Cup weekend at Silverstone by taking maximum points advantage with four GT3 class wins topped with two overall race victories on Sunday.

Steve Burgess in his GTO Radical won a safety-car truncated opening sprint race, breaking clear from the second-placed 11th-hour Enduro entry of 18-year-old Hugo Cook in a Mercedes GT3, rather than Enduro’s usual McLaren, sharing with Marcus Clutton and running on an invitational basis. Simon Orange finished third.

Burgess looked set to double up in Saturday’s pitstop race but slowed late on with a fuel surge problem, leaving Clutton to hold off O’Brien

to win in a thrilling finish.

Orange Racing in Sunday’s opening race pulled a masterstroke of starting the wet-but-drying race on slicks, which quickly proved the correct decision as rivals dived in to change early and Simon Orange won comfortably.

The Orange duo were left with work to do in Sunday’s pitstop race when a pitlane timer problem left them adrift of Ian Loggie’s RAM Mercedes plus O’Brien had to start his race-closing stint on cold tyres as the team’s tyre oven had failed. But O’Brien closed in on Loggie and got ahead in traffic with two laps left.

“[You can’t get] better weekends,” Orange told Motorsport News. “We’ve 104 points available and we’ve got 104. So four wins and four fastest laps, we’re delighted.

On their inspired slick decision for the

third race, Orange added: “That was after we messed it up at Brands, because I wanted to go out on slicks and the last minute we changed it to wets. We were all over the shop. So wherever possible we go out on slicks if we can.”

Kevin Harrison held off attacking reigning champion Simon Clark to win the opening Porsche Club Championship race. Race two looked like a repeat until Clark dropped from second to fourth after clipping a sausage kerb, and Peter Morris, who had inherited second place, passed Harrison late on to win.

James Lay claimed his second Radical Challenge win hat-trick in a row. He won the first two races comfortably, helped in the first race by poleman John MacLeod getting a poor start and then slowing to pit with overheating after his

water pump stopped working, while race two was heavily truncated by a safety car period.

Race three was less straightforward as Lay and several others pitted early for wets in intensifying rain, and Mark Williams, who gambled on starting on wets, got a sizeable lead. But a late safety car wiped his advantage and Lay passed in the final breaths.

Tony Bishop won the Monoposto opener, another race that was heavily truncated by a caution period, after passing Lee Cunningham, while a couple of moments for Bishop in race two meant Cunningham that time took the victory.

In the 7 Race Series slipstreamers Anthony Barnes pipped Andy Perry and Phil Jenkins to win race one while Jenkins made a break from the squabbling pack to win race two.

RACE WINNERS		
GT Cup Championship		Cunningham (Dallara F301)
Race 1: Steve Burgess (Raw Motorsport/ Radical RXC)		
Race 2: Hugo Cook/ Marcus Clutton (Enduro Motorsport/ Mercedes AMG GT3)		
Race 3: Simon Orange (McLaren 720S GT3)		
Race 4: Simon Orange/Michael O’Brien (McLaren 720S GT3)		
Monoposto Championship		
Race 1: Tony Bishop (Dallara F307)		
Race 2: Lee		
Porsche Club Championship & 911 Challenge		
Race 1: Kevin Harrison (Porsche 996 C2)		
Race 2: Peter Morris (Porsche 997 C2S)		
Radical Challenge Championship & Radical SR1 Cup		
Races 1, 2 & 3: James Lay (SR3)		
7 Race Series		
Race 1: Anthony Barnes		
Race 2: Phil Jenkins		

GB3 CHAMPIONSHIP



Granfors (50) took podium hat-trick while rival down

Advantage Granfors after Browning sent to back

Joel Granfors reclaimed the GB3 championship lead at Silverstone after taking a hat-trick of podium finishes while his title rival Luke Browning was sent to the back of the grid for all three races due to a technical infringement.

Hitech GP’s Browning claimed quickest qualifying time but then the three Hitech cars had their times scrubbed as they did not have the required skid block protector.

This left Fortec’s Granfors in the box seat, and in the opener from second on the grid

he spectacularly fought into the lead by Becketts, and won comfortably from there. He then finished third in race two. In both races Browning made a sensational 10 places on lap one, but struggled to make progress once the race settled and finished ninth and 11th.

Tom Lebbon briefly lost his race two win to Carlin runner-up Callum Voisin, as Lebbon was disqualified for setting a fastest sector time under yellow flags. But he was later reinstated, his punishment

downgraded to a grid penalty, as marshals were not in the vicinity when he set the time.

Marcos Flack won a dramatic reversed-grid race three, while Granfors and Browning made stunning progress from the back, Granfors to third and Browning to fifth.

RACE WINNERS	
Race 1: Joel Granfors (Fortec Motorsports)	
Race 2: Tom Lebbon (Elite Motorsport)	
Race 3: Marcos Flack (Douglas Motorsport)	

GB4 CHAMPIONSHIP



Taylor powered to an unprecedented win treble

Treble top for Taylor to reclaim championship lead

Nikolas Taylor sealed a fine Silverstone weekend for Fortec Motorsports by striding back to the GB4 points lead after claiming the first-ever race-weekend win hat-trick in the championship’s short history.

Taylor only lined up fifth on the grid for the opener, with his title rival Max Marzorati on pole, but matters pivoted after a lap-one crash wherein Kevin Mills Racing’s Jarrod Waberski ran into Marzorati’s wheel then rode on the back of Elite’s Jack Sherwood.

It eventually left Marzorati with a slow puncture, meaning he had to pit. And Taylor amid the uproar had seized first place, which he kept having improved the “too safe” car since qualifying.

Taylor in race two from third on the grid got by poleman Marzorati to lead by Vale on lap one, then quickly built an advantage that he held to the end from Marzorati.

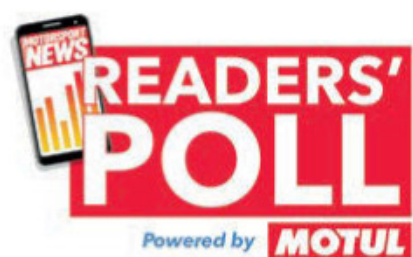
Then in the reversed-grid finale Taylor from starting seventh worked his way through on the opening tour to lead, and

he was untouchable from there, winning by 10 seconds from a tyre-limited Marzorati.

Taylor told Motorsport News: “We were quick here last time but now I think we’re even quicker. The team’s made the car really quick, it’s especially thanks to them.”

RACE WINNERS	
Races 1, 2 & 3: Nikolas Taylor (Fortec Motorsports)	

MN POLL WITH MOTUL



UNEARTHING THE FAVOURITE FORD COMPETITION MACHINE

HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote

To coincide with Motorsport News's Ford Special, which is due to hit the shelves next week, we are on the hunt again. This time, we are trying to unearth your favourite competition car from the Blue Oval.

For the purposes of this poll, we included works or semi-works efforts from the firm itself, rather than just Ford-motivated cars. And, even then, narrowing down the shortlist was not the work of a moment.

MN editor Matt James said: "There hasn't been a period where Ford has not been involved in motorsport in recent generations, and so picking out our 10 favourites is hard. Of course, with cars like the Ford Escort Mk2 and the Ford Focus WRC machines, there are so many iterations of the model that we have had to be quite specific in our choices."

"We hope you take time to consider those that we have put in front of you and help us select your favourite from the list."

The details of how to vote are in the panel above this article. The results will be printed in the last issue of August, so make your voice heard now.

We need your help! We are looking for your ultimate Blue Oval motorsport design across racing and rallying

THE CARS



1 Ford Lotus Cortina

Saloon car racing was finding its feet in the early 1960s with the recent introduction of the British Saloon Car Championship.

The multi-class category pitched big bangers (which consisted mainly of Jaguars and then imported muscle cars from the USA) against the phalanx of smaller-engined machines such as the ubiquitous Mini and the original Ford Cortina GT.

Ford's competition boss Walter Hayes approached Lotus about putting a Lotus-derived Ford powerplant in a special version of its Cortina and a legend was

born. Colin Chapman's firm breathed on the handling and layout of the four-door saloon and it swept all before it.

Jack Sears used the Lotus Cortina in 1963, after starting the campaign in an imported Ford Galaxie NASCAR and a Cortina over the opening part of the season until the new saloon came along late in the year. He used it to help him to the title.

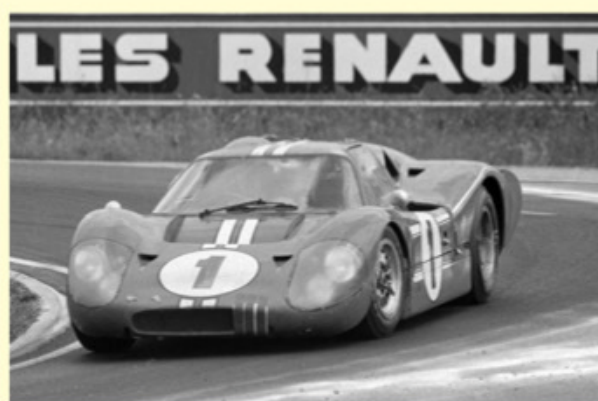
The following season, F1 champion Jim Clark immortalised the car with his BSCC title victory. It appeared on the rally stages too, but its fragile nature meant it was often put in the shade by the opposition.

2 Ford GT40

The legend of the GT40 is so strong that there have even been Hollywood films made about it. Enzo Ferrari's snub to the Blue Oval set a chain of events in motion that culminated in the GT40.

After Lola did the initial work with the sports racer, the Blue Oval bosses turned over the development of the programme to Carroll Shelby's concern. The seven-litre Mk2 version of the car claimed Le Mans in 1966 with Chris Amon and Bruce McLaren at the wheel and then again in 1967 with Dan Gurney and AJ Foyt at the controls.

John Wyer's team added another two wins in 1968 and 1969 with the 4.9-litre Mk1 version (which had been brought back into play by a rule change that outlawed the monster-engined versions). The legend was set in stone and Enzo Ferrari's nose had been well and truly rubbed in it.



As well as the successes at Le Mans, which was undoubtedly the blue-riband race of the calendar, Ford had made an impact on the trophy cabinet too. There were four wins in the World Sportscar Championship, with crowns coming in 1966, 1967 and 1968.

3 Ford Escort RS1800

While the Escort had been a mainstay of rallying since the model's introduction, the RS1800 was perhaps the ultimate iteration of the car and took it to World Rally Championship glory in 1981, just on the cusp of the onslaught from four-wheel drive and Group B changing the face of the WRC for almost a decade.

The R1800 was designed with mixed-surface sport in mind and it was homologated with its aluminium block engine

in April 1977. With legends such as Hannu Mikkola and Bjorn Waldegard behind the wheel, it was an instant success. Despite being beaten to the makes' title in 1977 and 1978 by Fiat, glory eventually came Ford's way in 1979.

That was the only manufacturers' crown it would achieve, but three wins by Ari Vatanen in 1981 – alongside co-driver David Richards – were enough to take it to the top of the world for the Finnish driver.



4 Ford Sierra RS500

It wasn't until 1987 that the much-vaunted Ford Sierra RS Cosworth first appeared on the race tracks in the hands of Andy Rouse.

The ace engineer had run an XR4Ti for 1985 and 1986 as a mobile test bed for what was to come – the competition-focused RS Cosworth. Now used to turbo tech and how to get the most out of the Blue Oval's flagship, Rouse was at the forefront.

The tweaked RS500 came on stream in late 1987 and it was a huge hit. With victories in Germany and in the World championship, the British

scene was a hotbed for the RS500 – mainly thanks to the armada of customer cars sold by Andy Rouse Engineering.

While Rouse took class wins, it wasn't until Robb Gravett got behind the wheel in 1990 that the hatchback took its only outright title in the UK, one year before the Group A machines were due to be phased out. It still holds a dear place in the memories of anyone who saw it race though.

"The UK was a hotbed for the RS500"

Motorsport News





Photos: Motorsport Images, mcklein-imagedatabase.com

5 Ford Mondeo Super Tourer

While Andy Rouse Engineering and West Surrey Racing had been the bedrock of the factory Ford attack on the British Touring Car Championship for the majority of the 1990s, Prodrive got its hands on the project for 1999 and had a single aim: to claim the title. With budget concerns seemingly parked, the multi-million pound effort created the new V6-powered two-litre Mondeo, which was the car Ford had been crying out for all along. The first

steps were uneasy with unreliability striking the cars of Alain Menu and Anthony Reid in that initial season. Ford was last of the six manufacturer teams. What a difference a year made: for 2000, Rickard Rydell was added to the driving strength and the Mondeo was unstoppable. Six wins took Menu to the crown, which he had fought hard with Reid to land. A rule change meant the engines went quiet in 2001, but it had been a truly spectacular effort with a sweet soundtrack.



6 Ford Fiesta WRC (2017-2018)

The 2017 M-Sport Ford Fiesta was a winner right from the get-go. While many people might point to the employment of title dominator Sebastien Ogier as one of the key factors behind its success, that is to downplay the achievements of the Cokerbrook team. The brand-new hatchback, built with tacit support from Ford without it being involved as a proper manufacturer team, was a winner right from the opening round of the

season when the French driver on the Monte Carlo Rally took the first of what would be five wins in the campaign. But it wasn't just Ogier on the top step of the rostrum, as Ott Tanak added wins and Elfyn Evans also broke his duck at WRC level in the 1.6-litre turbocharged car. As well as gifting Ogier the drivers' crown, the success allowed M-Sport to land its first title since 2007. The tweaked version for 2018 was another title winner, as Ogier successfully defended his crown in what was a golden period for M-Sport.

7 Ford F3L

When the rulemakers pushed Ford out of its factory-run GT40 programme, Alan Mann Racing picked up the slack with the Ford F3L – also known as the P68 – for the 1969 season. The car was designed by Len Bailey and much of the cash came from Ford Europe, which is why it makes this list as a 'works' car. It first appeared in 1967 but the drivers reported that the machine, which was using the Cosworth DFV powerplant, was unstable at high speed. Indeed, so bad were the problems that Chris Irwin suffered a career-ending accident in practice at the Nurburgring in 1968. There were moves to make a P69, an open-topped version of the car, but Jack Brabham refused to drive the car, the only one that was ever made, due to its wayward handling. The project was gently retired. There was no notable success for the Group 6-spec car, but there is no doubt that it looked fabulous.



8 Ford Focus WRC (1999-2002)

There is perhaps no more evocative sight than a Martini-coloured, M-Sport-built Ford Focus being driven by Colin McRae. The Scot had stepped away from his traditional home at Subaru and joined Malcolm

Wilson's team in his quest for a second World title. It brought him agonisingly close in 2001 when he lost out by two points following a crash in the final event, Wales Rally GB. The car was a hit right from its debut event on the Monte Carlo Rally, although

an illegal water pump meant that the impression it made with fastest stage times were rendered useless as the hatchback was excluded. Two rounds later McRae was a winner and it was the first of the Scotsman's nine wins in the model

in an association which lasted through to the end of 2002. Such was McRae's affinity with the car that there was only one other driver who claimed wins in it, with Carlos Sainz taking a brace in 2000 and 2002.

9 Ford RS200

Formula 1 designer Tony Southgate was responsible for some of the work penning the superb RS200, which was Ford's answer to the Group B monsters of the time. The complex transmission system of the mid-engined car made it tricky to work on, but it had built on the lessons of Ford's abandoned Escort Mk3 programme to push all the boundaries. Those boundaries had already been explored well by Lancia and Peugeot, and Ford was left on the back foot. When Gp B was abolished at the end of the season, all the efforts were in vain. Kalle Grondel's third place on Rally Sweden in 1986 remains its highlight. Rallycross became a welcome home for the model after that, and Martin Schanche was among the most prolific exponents of the Blue Oval's most powerful weapon.



10 Zakspeed Ford Capri

This is one of the most outlandish Fords ever built, and must have adorned the walls of 100s of motor racing fans of the late 1970s. Build by Ford's official team in Germany, Zakspeed, the Group 5 machine, the Mk3 version of the coupe, was built for the Deutsche Rennsport Meisterschaft (DRM) in 1978. It was the country's free-for-all saloon car series that allowed

engineers to truly exercise their grey matter. The virtually unregulated aerodynamics that were allowed meant that the machine, which was powered by a 1.8-litre turbocharged engine, was really a spaceframed racer rather than being based on its road-going cousin. It contested the DRM from 1978 through to 1981 and allowed Klaus Ludwig to claim the national spoils in that final season.

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EXCLUSIVE Q&A:

ROB COLLARD
The tin-top battler and British GT champ tackles the readers' questions p20

Heartbreak for the Ferrari man as he crashes out of French Grand Prix

LECLERC: I MUST STAMP OUT UNFORCED ERRORS

By Matt James

Ferrari star Charles Leclerc has promised to eradicate mistakes from his driving after crashing out of the lead of the French Grand Prix last weekend, which handed the victory to Red Bull rival Max Verstappen. Leclerc led from pole but slid wide at Turn 11 on lap 18 to hand the glory to Verstappen. The Monaco-based driver was left heartbroken. "I keep doing those mistakes then it is pointless to be performing at a very high level," he said. "I will try and get better but this is not good." Team principal Mattia Binotto backed his driver after the error. He said: "In a week's time we have Hungary, important to turn the page and look forward. It will be hot and again about tyre management and overheating. So there is plenty of reason to smile so our objective should not be winning but a 1-2." Verstappen's victory means that the World champion now has a 63-point buffer at the head of the points table.

Leclerc was frank after the shunt

Leclerc slid off on lap 18 in France

INSIGHT

GOING FOR BROKE ON THE HILLS
Why one man is aiming for 1000bhp p16

REPORT

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WHAT'S ON

YOUTUBE REVIEW

This week in our readers' Q&A we get the lowdown from Richard Dutton, long-time boss of the prolific junior single-seater squad Fortec Motorsports.

Yet even in Fortec's extensive history it surely cannot have been involved in many championship finales like British Formula 4's in 2020. There, young British hot-shoe

pair Luke Browning of Fortec and Zak O'Sullivan of Carlin entered Brands Hatch's triple-header final meeting tied on points. And it's November, when the UK weather was showing its typical form.

The stakes were high for Fortec too, as within reach was the chance to become the first team ever to beat Carlin

to a British F4 drivers' title.

This all – and plenty of other things besides – came together to create the most extraordinary title conclusion. You can watch it all to find out how, as all three races of the Brands finale are on British F4's 43-minute YouTube video at: youtube.com/watch?v=kjwXCe31vOM.

Graham Keillor



Formula 4 showdown in 2020 was a memorable one

TV GUIDE



Nigel Mansell's last win was in Australia 1994

On Monday Sky Sports F1 celebrates Nigel Mansell's 69th birthday by showing highlights of various Formula 1 races won by Our Nige.

It starts at midday with the 1994 Australian Grand Prix, then it's the 1987 Austrian Grand Prix, the British Grands Prix from 1986, 1987 and 1991, and it concludes with 1991's Spanish Grand Prix. And at 1630hrs the loop starts all over again.

BT Sport as usual has highlights for each day of this weekend's Rally

Finland. The best of day one is on BT Sport 3 on Friday at 2230hrs-2300hrs, Saturday's best is on that day on BT Sport 2 at 2130hrs-2200hrs, while the final day's highlights are on Sunday at 2000hrs-2030hrs on BT Sport 2.

You can watch highlights from last weekend's GB3 championship Silverstone action tomorrow (Friday) on Sky Sports F1 at 1800hrs-1900hrs. While on Monday there's BRISCA action from Northampton on Premier Sports 1, at 2030hrs-2130hrs.

LIVE TV

WORLD RALLY CHAMPIONSHIP RALLY FINLAND

SS1: Thursday, 1800hrs-1900hrs, BT Sport 2
SS12: Saturday, 0700hrs-0800hrs, BT Sport 2
SS16: Saturday, 1430hrs-1530hrs, BT Sport/ESPN
SS20: Sunday, 0730hrs-0830hrs, BT Sport 1
SS22/Powerstage: Sunday, 1100hrs-1230hrs, BT Sport 3

INDYCAR NASHVILLE Practice 1: Friday, 2115hrs-2215hrs, Sky Sports F1
Practice 2: Saturday, 1715hrs-1815hrs, Sky Sports F1

Qualifying:

Saturday, 2130hrs-2245hrs, Sky Sports F1
Race: Sunday, 2000hrs-2300hrs, Sky Sports F1

WORLD TOURING CAR CUP ALSACE

Race 2: Sunday, 1400hrs-1500hrs, Eurosport 2

ADAC GT MASTERS NURBURGRING

Race 1: Saturday, 1155hrs-1320hrs, Freesports

NASCAR MICHIGAN

Race: Sunday, 1930hrs-2330hrs, Premier Sports 2

WHAT'S ON

RALLYING SATURDAY

■ **Dave Read Stages (Anglesey)** Warrington and District Motor Club (spectators admitted) warringtondmc.com

SUNDAY

■ **Heroes Stages (Weeton)** Pendle and District Motor Club (no spectators) pendledistrictmc.co.uk
■ **Tyneside Stages (Otterburn)** Alnwick and District Motor Club (no spectators) Tynesidestagesrally.co.uk

RACING SATURDAY

■ **Oulton Park International, Cheshire** HSCC meeting: Classic F3, Historic FF1600, Historic Touring Cars, Historic Road Sports, '70s Road Sports/80s Sports and GT, Classic Clubmans, Historic Modsports and Saloons Starts racing from 1130hrs (qualifying from 0830hrs) Admission adult £14,

under 13 free Web msv.com Contact 0344 225 4422
■ **Castle Combe, Wilts** CCRC meeting: TCR UK, FF1600, GT, Civic Cup, Saloons, Hot Hatches Starts racing from 1300hrs (qualifying from 0830hrs) Admission adult £15, under 16 free Web castlecombecircuit.co.uk
■ **Snetterton 300, Norfolk** MSVR meeting: BGV8, Equipe GTS, Equipe Pre '63/Equipe 50s, Equipe Libre Starts racing from 1215hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY/SUNDAY
■ **Brands Hatch Indy, Kent** Mini Festival: FF1600, Mini Miglia, Mini Se7en, Mighty Minis, Production Golf and BMW, Racing Saloons, Z Cars and New Generation BMW Starts Saturday, racing from 1115hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from

1000hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422
■ **Croft, N Yorks** BARC meeting: Caterham Graduate, 2Cvparts.com, NW Sports/Saloons, Junior Saloons, Pickups Starts Saturday, racing from 1405hrs (qualifying from 0930hrs) Sunday, racing from 1205hrs Admission adult £17, under 15 free Web croftcircuit.co.uk Contact 01325 721815
■ **Donington Park National, Leics** 750MC meeting: Clio Sport, BMW Car Club, 116 Trophy, Formula 1000, 5Club MX-5, Type R Trophy, Sports 1000, Hot Hatch, Armed Forces Starts Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

Details correct at time of going to press. Please check with organisers before travelling

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Graham Lomax's shot of a hillclimbing Austin 7 pushing hard



Sam Nudd enjoyed BTCC testing



Anthony Reid, by Chris Collier



Historics at Brands, from Gary Hill



Richard Salisbury's Lancia shot

NEXT EDITION

BUMPER FORD SPECIAL!

We look at all that is great about the Blue Oval



OUT THURSDAY, AUGUST 11

CAN ROVANPERA TURN THE SCREW?

Will the Toyota man maintain his winning habit in Finland?



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EDITORIAL

Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keillor

Tel: 07973 829291
Email: Graham.Keillor@kelsey.co.uk

Art Editor: Mike Stokoe

Tel: 07957 282340
Email: mikestokoe@gmail.com

Contributors

Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING

Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION

Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT

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Finance Director: Joyce Parker-Sarioglu
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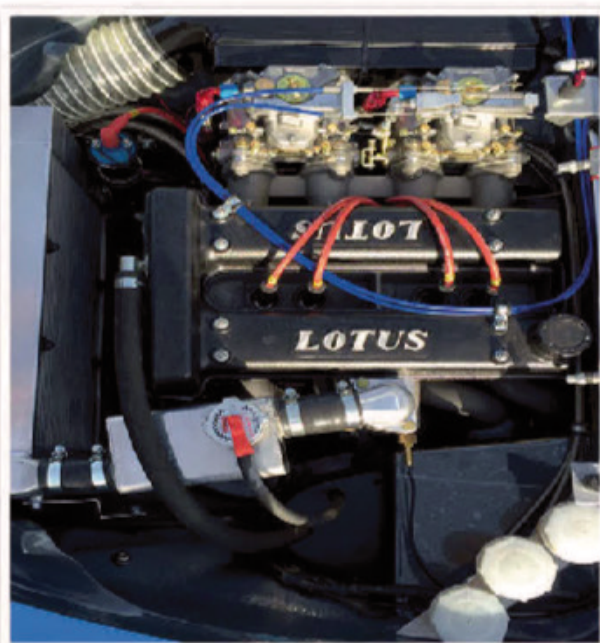
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ASTON MARTIN DB7



2002, 170000 miles, POA. Aston Martin DB7 Vantage- original Anthracite Black paint, charcoal interior. This is not a standard Aston Martin DB7 Vantage. It was rebuilt and updated by an Aston engineer(2013-2015). Thousands have been spent. Original build sheet available, good service history, lots of spares,(including a complete set of winter wheels and tyres, a spare exhaust as well as most of the parts to get it back to standard). Sold with a year's MoT. Please call 07436002647, South East. 115343

ASTON MARTIN DB7



2004, £279,000. The DB7 Zagato was introduced at the Pebble Beach Concours d'Elegance in August 2002 and later shown at the Paris Motor Show the following October. It was only offered for the 2003 model year, with a limited run of 99 cars built (a 100th car was produced for the Aston Martin museum), all of which immediately sold out. The car has a steel body designed in collaboration between Andrea Zagato at Zagato and the then chief designer of Aston Martin Henrik Fisker and features the signature 'double-bubble' Zagato roofline. Other features include a unique Analine leather interior not found on the normal DB7 and Zagato styled five-spoke alloy wheels. Europe. Please call 01993 849610, South East. (T) 114936

ASTON MARTIN VANTAGE



1998, POA: Registered 20th May 1998 this Supercharged Vantage to full V600 'works dynamics' specification is finished in the most desirable colour combinations of Royal blue metallic with parchment piped blue leather and dark blue carpets. With just 28000 miles and full dealer and latterly 'works service' service history the car wanted for nothing with no expense spared in its maintenance. Most recent works undertaken at 'Works Service' included a full service, new clutch, instrument upgrades and 'Nardi ' steering wheel. With out doubt the V600 limited edition has to be regarded as one of the most collectable of the 'Newport Pagnell' aluminium bodied generation Aston Martin's Supplied fully serviced with 12 months warranty. Please call 01993 849610, South East. (T) 114937

JENSEN 541R



1960, 175000 miles, £65,000. A well-known car to the Jensen Owners Club being owned by a committee member, it is now up for sale after ownership of 60 years. It has been shown at many club meetings and national shows winning many awards. Please call 07919 307973, South West. 115099

PORSCHE BOXSTER



2004, 76400 miles, £9,495. Porsche Boxster 986 2.7. Reg Date: 30/04/2004. Price: £9,495. Mileage: 76,400 miles. Body Type: Cabriolet. Exterior Paint colour: Seal grey metallic (L6B4). Interior colour/Material: Black Leather. Engine: 2700cc. Transmission: 5 speed manual. Please call 01787249924, East of England. (T) 115094

FORD ESCORT



1975, £30,000. 1975 Ford Escort Mk1 RS2000 (evocation)

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FORD FIESTA



1981, 1000 miles, £18,000. Fiesta Mk1. GP2 Recreation Monte Carlo Rally Car. This has been a very long term project creating a Fiesta Mk1 GP2 Monte Carlo replica using a Ford 2.0 Zetec engine on Motorcylcle carburettors. Would suit Rally demonstration events / car shows, however could easily be Log booked for competition use. Images do not do the car justice at all. The car currently does not have an MOT, the car will also require shaking down and suspension setting up, also suggest carburettor set up by and experienced bike carb tuner, this is a condition of the sale! All parts are either new or re manufactured. Looks stunning with the works arches and fresh frozen white paint. Please call 07769651920, North West. 115232

CARS



1983, 1000 miles, £7,000. One previous owner, owned 20 years,1970s interior in black, 70s instriments in primer, all parts to finish minus engine and box. Please call 07742522371, South West. 115357



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THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford

Account Director

T: +44 (0) 1732 445 328

E: Russell@talkmediasales.co.uk

Andy Welch

Advert Production Supervisor

T: +44 (0) 1732 445 325

E: Andy.Welch@talkmediasales.co.uk

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